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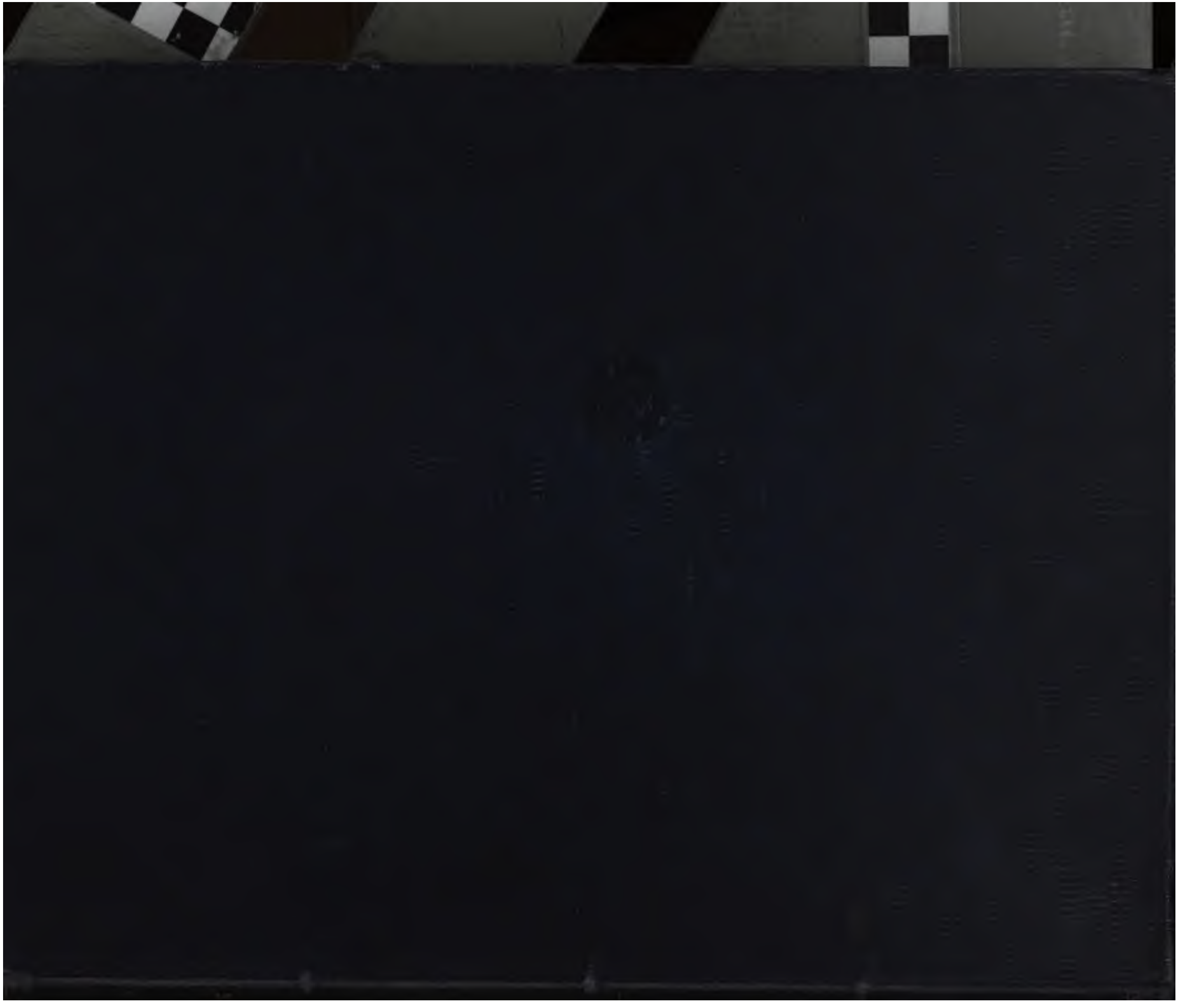

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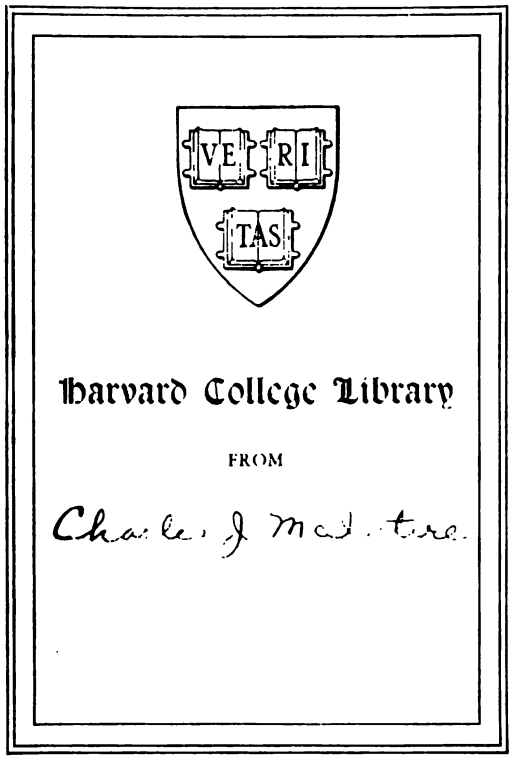

THE PILGRIM MONUMENT. PLYMOUTH, MASS

# MASSACHUSETTS OF TO-DAY

## A MEMORIAL OF THE STATE

HISTORICAL AND BIOGRAPHICAL

ISSUED FOR THE

## WORLD'S COLUMBIAN EXPOSITION

AT CHICAGO

PREPARED UNDER THE DIRECTION OF DANIEL P. TOOMEY

EDITED BY THOMAS C. QUINN

BOSTON
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# Massachusetts.

DARK was the shore that clouded on the sight
  Of those grim mariners in the frail ship named
    After the frailest blossoms of the May:
Rough was the welcome offered, that first night,
  By rock-born waves that noisily proclaimed
    Their joy of liberty in Plymouth's bay;
    But ah! how bright and soft and glorious rose the day!

O Mother State, thy word was nobly kept,
  Thy pledge of freedom to thy sons — and all!
    Of modern lands thou wert the first to say:
"No man shall own another." Thus there leapt,
  Ere thou wert loosed from England's heavy thrall,
    Out of thine eyes the Future's guiding ray,
    The star that cannot fall, that gems the brow of day.

While yet in leading-strings thou didst this deed
  Immortal, — wiping slavery from thy code,
    A few years later thou wert first to shake
All kings in their "divineness," and to lead
  Thy sister States to Glory, by the road
    Of Lexington to Boston, and to wake
    The souls that will not rest till every chain shall break.

O Massachusetts, Mother fond and fair,
  Not merely of thy glories are we proud,
    In many a quiet home that hides from sight
Are purity of purpose and a rare,
  Unselfish loveliness, whene'er a cloud
    O'ershadows life — and thus we have the right
    To say: "Where thou dost reign, reigns Duty with Delight."

Strong Mother, how we love thee; how our pride
  Heightens, with every year, beholding thee!
    Thy glorious sons and daughters who have gone
Into the sunrise on the other side,
  Have left, in passing o'er the mystic sea,
    More light of inspiration than e'er shone
    On poet's dream before, — and their great work goes on!

Yea, Queen of States, thy diadem of deeds
  Forever onward throws its diamond rays.
    'Gainst every wrong now posing as a right
Phillips still thunders and O'Reilly pleads
  And the money-changers in a dark amaze
    Shrink from the coming Christ with just affright,
    While Freedom standeth by with eyes of warmer light.

HENRY AUSTIN.

# INTRODUCTION.

THE aim of this work has been to make a book which in the best sense should be representative of Massachusetts in the Anniversary Year, 1892, — a book great enough to comprise all the diversified interests of the Commonwealth, and broad enough to ignore no honorable factor in its life. The story of the State might be made a description of the surface conditions, mechanical, commercial and political, now existing, with illustrations of brick and mortar; but back of these conditions are the men who make them, — the brains and characters of which they are but the contemporary monuments. Therefore, the publishers have chosen to represent "Massachusetts of To-day" by the men of to-day, by those sons of the State, by birth or adoption, who in their lives, their works, or their influence, must be considered by him who would examine and know the fabric of this Commonwealth.

It would have been impossible to achieve the result desired without friendly co-operation and generous support on all sides, and the publishers may say, with feelings of utmost pride and pleasure, that the public-spirited men of this State, as one man, have joined hands patriotically in this enterprise, which it is felt will redound to the good name of Massachusetts. It may be said by critics, and said justly, that not all of the men of Massachusetts meriting recognition are in this book. So prolific is the Commonwealth in living men of real worth and commendable achievement that no book could contain adequate mention of all, but in "Massachusetts of To-day" not only men but interests are considered, and there is no interest of importance, we feel sure, which has not a representative in this volume, and there is no man in these pages who is not, in the truest sense, representative of some one of those interests. To the States of the Union and to the nations of Christendom, Massachusetts pledges this book as a token of her undiminished zeal and ability in the furtherance of the arts of civilization and the happiness of the human race.

MASSACHUSETTS BOARD OF WORLD'S FAIR MANAGERS

the State will surely occupy in the Exposition, that it is indeed difficult to determine where one should take up the story of her participation in this greatest and most successful of all international expositions. It was during the early summer of 1891 that the Massachusetts Legislature, for the first time, gave consideration to the subject of the State's representation in the Exposition, intended to be commemorative of the landing of Columbus. True to her traditions, the representatives of her people, with one voice, decided that such action must be taken as should result in placing the Commonwealth before the world in a manner befitting her position in the great sisterhood of States, and in keeping with her past history and acknowledged prominence. By the passage of a bill providing for the appointment of a commission of five members, two of whom should be women, and by an appropriation of seventy-five thousand dollars for the purpose, as reads the bill, "of exhibiting the resources, products, and general

MASSACHUSETTS BUILDING AT THE COLUMBIAN EXPOSITION.

*(After the old John Hancock House.)*

development of the Commonwealth," Massachusetts gave her endorsement to the enterprise, and held out to her sister State of Illinois that helping hand which has ever been as ready and as prompt as has been the response from the Western State whenever an appeal has been made to her from the East. The State appropriation was by the succeeding Legislature increased to a total of one hundred and fifty thousand dollars.

Immediately upon their nomination by the Governor, followed by their confirmation by the Executive Council, the Massachusetts Board of World's Fair Managers organized and at once prepared to carry out the duties of their office. As they are perhaps but little understood by the general public, it will no doubt be wiser that these duties should at the outset be at least referred to, even at the risk of proving somewhat technical. If it were possible to divide them into classes, they might perhaps not unnaturally fall into three divisions. First, advisory;

secondly, promotive; and thirdly, executive. The advisory duties occupy, very properly, the first place, because the very word suggests a study of, and a familiarity with, the details of the subject in hand; and it surely would not be possible to assume the duties of the second class until one should have become sufficiently acquainted with those of the "advisory" class as to enable him to answer the many inquiries of the intending exhibitor. Not until these were well in hand would it be time to attempt to "promote" the enterprise among those who, from want of opportunity, must, to a large degree, be helpless and uninformed. Indeed, it was for the very purposes of promotion and advice that the Board was appointed. The third class of duties, and in some respects the most important, are those which are here styled "executive." By this is meant all those duties having to do with the carrying to a successful conclusion of the wishes of the Board's clients, the individual exhibitors.

THE FRANKLIN STATUE.
*(City Hall Grounds, Boston.)*

During the first few months after the organization of the Board, its work was somewhat hampered by a decision previously made that applications for space should go direct to Chicago from the exhibitor. At the suggestion of the Massachusetts Board, whose members felt that they were appointed to act as a medium between the exhibitors and the Exposition officials, a meeting of representatives of State Boards was called to convene in Chicago in the early days of December, 1891. After considerable debate and largely by reason of an eloquent, aggressive, yet dignified speech, made by the then chairman of the Massachusetts State Board of Managers, it was determined that, to a very great degree, State Boards should have jurisdiction over the exhibits going from their respective States, and that they should, at regular intervals, be put into possession of complete lists of all applications. In no other way would it have been possible for State Boards to properly attend to their duties.

Soon after the organization of the Board, its executive committee, consisting of its chairman and its secretary, went to Chicago to make the acquaintance of the officials of the two Boards having the general supervision of the Exposition. It should be here explained that these two Boards consist of the National Commissioners appointed by the President of the United States, and entitled "The World's Columbian Commission," and the local Board, which, representing the company chartered under the laws of Illinois, is entitled, "The World's Columbian Exposition."

THE GARRISON STATUE.
*(Commonwealth Avenue, Boston.)*

The latter is the body which agreed to raise ten millions of dollars with which to erect the buildings, while the former, which is sometimes styled the National Commission, has for its duties the insistence that the Exposition shall be carried out in strict accordance with the terms of the contract, and in such a manner as to reflect the greatest credit and the highest degree of dignity upon the nation. The value to the State of this first visit cannot well be overestimated, for acquaintances were at that time formed which have been of inestimable advantage to the Board, and of very material assistance to its members in the prosecution of their work. The very many details incident to the prosecution of the advisory and promotive work done in the office of the State managers need not at this time be considered. If the results of their labors have proved satisfactory to the State, no one would find any interest in the methods used to bring those results about. There is, however, one feature of the executive branch of their duties which is deserving of notice, the more especially as it refers to work done by the Massa-

In importance, liberal arts will have for the first time been placed side by side with fine arts, and received far too tardy recognition as a most important factor in the great scheme of civilization. The full significance of the words "liberal arts" is not appreciated by everybody. To realize exactly what would necessarily follow had this great and important department been permitted to continue to give place to the material interests of the world, one must know that there is included therein not only education *per se*, but also those very many subdepartments having education for their basis and life-giving impulse. Among these are medicine and surgery, engineering and constructive architecture, hygiene and sanitation, literature and journalism, banking and finance, music and the drama.

Massachusetts is neither an agricultural nor yet a mining State. She has no great natural resources to exhibit to the world. She is distinctively the home of manufacturing and of liberal arts, in each of which great departments she would be expected to exhibit to advantage to herself and to testify to the thrift and intelligence of her people. With these facts in mind, the injury to the interests that will surely follow the cutting down of space in these departments, must at once become apparent. Liberal arts include the great department of sociology to whose problems Massachusetts and her intelligent, public-spirited citizens have been giving their best thought and study.

Some of the best results from investigation into the important questions of hygiene and sanitation have been the work of Massachusetts scientists. The work of our hospitals, of our prisons, of our reformatories, and of our charities, is certainly worthy of every inch of room which can be creditably filled, so that the world may see what is being done for the general care and amelioration of the masses. No true Massachusetts man would wish to ignore or belittle the material resources of a country, inasmuch as his State furnishes, and will surely continue to furnish, so much to any exhibit of the manufacturing interests. The great cotton and woollen factories of the State may always be depended upon to furnish their full quota to the display of the products of the many looms and spindles which are unceasingly singing their song of toil throughout the States of the Union. In Chicago, in 1893, the Bay State will furnish one quarter of the total number of exhibits of the manufactures of cotton, and over one third of all the textile fabrics having wool for their principal staple. In the department of machinery, that great department in which the inventive genius of a people has its full measure of opportunity, Massachusetts will now, as always, hold a conspicuous place.

The very many labor-saving devices, having for their object the procuring of the greatest amount of product at the least possible cost, must stand to a great degree as a measure of the progress which a people is making in mechanical skill and in intelligent investigation. "Necessity is," as goes the saying, "the mother of invention." The truth of this maxim Massachusetts will be able to attest to in the variety and perfection of the machinery exhibited by the proprietors of her many factories.

To repeat, Massachusetts is not in any sense either an agricultural or yet a mining State. Nevertheless, in each of the buildings devoted to exhibits of these natural resources of the country, the Bay State will be fitly represented. There is located in Amherst an experiment station, which is on the grounds belonging to the State Agricultural College. This has for its mission the treatment, scientifically, of trees, plants, roots, and soils, so as to ascertain what is needed to make the former more healthy and the latter more productive.

The contribution of the State to the department of agriculture will, in part, at least, be given over to an exhibit of the work done in this experiment station, and of the good results attained by the use of the scientific formulæ worked out by its professors. In the Mines and Mining Building an exhibit of the mineralogy and petrography of the State will be brought together, which will surely be as handsome and as complete as it must prove to be interesting. It is confidently hoped that not less than one thousand specimens will be procured, the desire of the board being to install as complete and as accurate a collection as possible of what the State affords in these two departments. The State managers have the very commendable ambition that this, the first complete collection ever made, may be preserved and given an abiding place within the State House, where it may remain as a scientific collection belonging to the State.

When it became necessary to decide on some design for a State building, the Massachusetts Board of Managers, in sending invitations to the various architects, suggested that some one of the many historic buildings within the State might well serve as a model to represent the old Bay State in Chicago. The spirit of the old John Hancock house is seen and felt when one looks upon the building finally decided upon. It breathes of the Revolution, and its very walls seem to echo back the patriotic words of those loyal men who, a century since, held within their grasp the destiny and fortune of the good old State. As one looks upon it, or as one walks through its many

rooms, he will not find it necessary to ask, "What State erected this building?" It will surely be a source of pride and pleasure to every son and daughter of New England who, during the summer of 1893, will journey from the furthermost corners of the country to visit the World's Columbian Exposition.

Nor will they be obliged to hang their heads in shame at the position which the State will occupy in every department, be it in liberal arts or in horticulture, in fine arts or in machinery, in agriculture or in manufactures. The Commonwealth, in all of these, will continue, as in the past, to do full credit to herself, and to the intelligence, taste, and business abilities of her people.

A recent writer, in describing the Exposition, has justly said that the finest exhibit in Chicago, in 1893, will be the city itself, with its wonderful growth and its suddenly acquired commercial importance. So it will be with the Bay State. Her exhibits will be worthy of her good name, and will surely meet the expectations of her citizens; but the best contribution which she can make to an international exposition is such as cannot be made in glass cases, or upon raised platforms, or in ornamental booths. Her most valuable contribution will be in those many men and women who, inspired with the New England spirit, have migrated thence, and, by their industry and determination, by their high principles, and by their perseverance, have made possible the building of those magnificent cities of the West which are the wonder of the generation and a testimony to American character.

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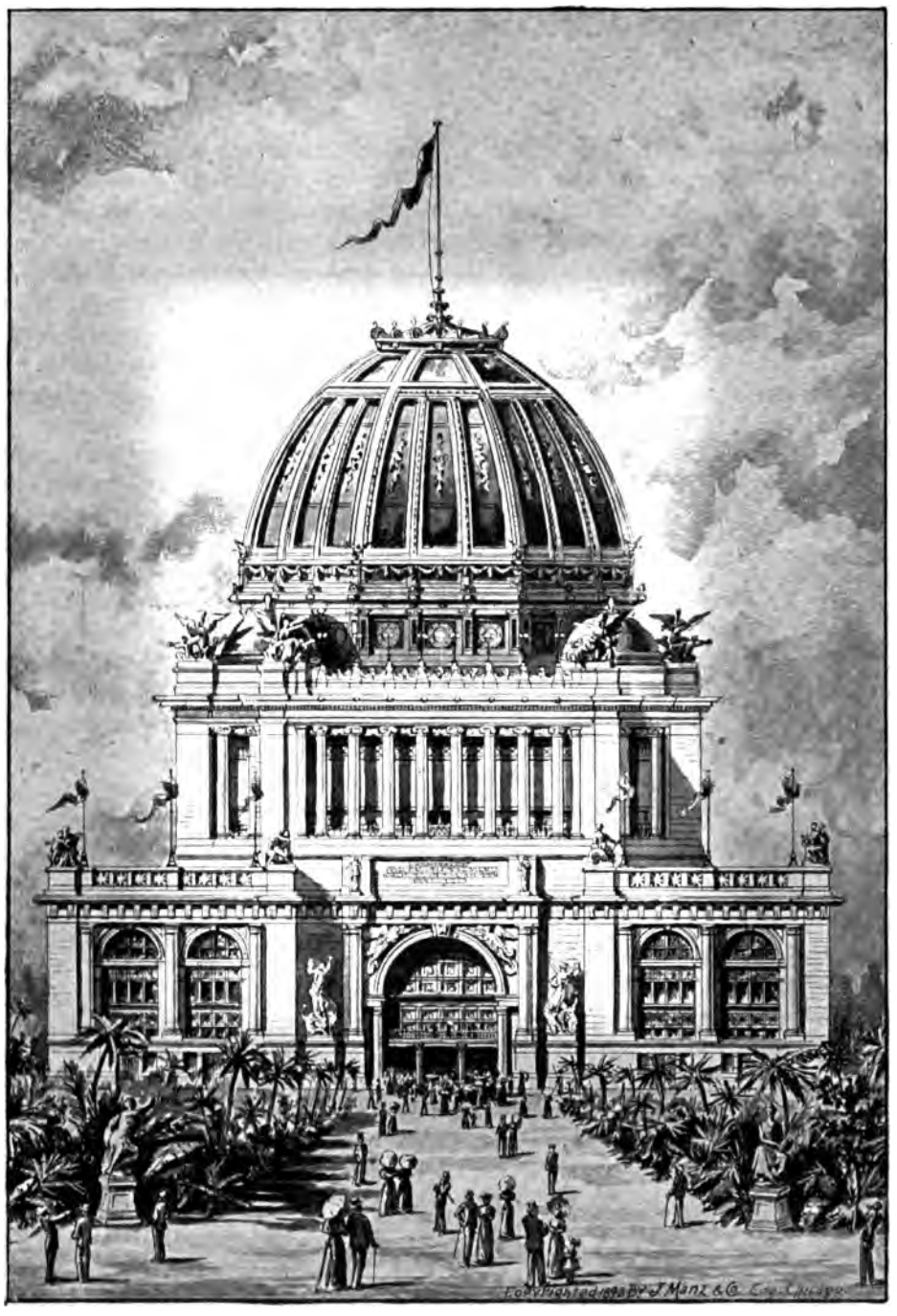

THE ADMINISTRATION BUILDING, WORLD'S COLUMBIAN EXPOSITION.

# MASSACHUSETTS — 1620 - 1892.

THE pessimist, nowadays, is fond of saying that the glory of Massachusetts is waning; that her pristine intellectual ascendancy has gone, never to return; that her leadership in the councils of the nation is one of tradition, not of reality. He cites as proof of this fancied decadence that the patriotic man of Massachusetts can no longer point to such orators as Webster, and Everett, and Choate, and Phillips; to such wise and great statesmen as the Adamses, Cushing, Sumner, and Wilson; to such brilliant literary names as Emerson, Hawthorne, Thoreau, Motley, Prescott, Longfellow, Lowell, and Whittier; to such scientists as Agassiz; to such theologians as Channing, Parker, and Freeman Clarke.

OLD SOUTH CHURCH.
(*Boston.*)

While ignoring the fact that no community of 2,238,000 souls reasonably could be expected to furnish all the brains and the intellectual inspiration for a nation numbering 65,000,000, he also fails to take into account the most suggestive fact that these men lived and achieved their fame in a period when the national character was unformed, the body politic was in the chrysalis state, and intellectual activity was nowhere thoroughly awakened. In fact, it is questionable whether either the orators, the literary men, or the theologians who have departed were as much appreciated by their contemporaries as by the generations which have succeeded. Furthermore, the epochs in which most of them flourished were by their very nature a stimulant to greatness: the orators were confronted by political issues which appealed to individual patriotism and the national pride more earnestly than at any time since the War of the Revolution; there being no American literature worth the name, the literary men had a virgin field for their productions; science was an even more untried field for the truth-seeker; while the theologians, unlike their brethren of to-day, were not handicapped by the modern conflict between orthodoxy and heterodoxy. Not that the writer would in the slightest degree disparage the greatness which these men achieved and deserved, but that he would prefer to see a less harsh judgment of latter-day men and affairs.

CHRIST CHURCH.
(*Boston.*)

Be it remembered that times and conditions have changed, and still are changing. Fifty years ago, there was a dearth of men whom nowadays we should designate as of average ability. From our point of view, the masses were untutored and unlearned; the temper of the times was not distinguished by any especial intellectual interest. The man of any eminence in a given calling at once rose to heights of grandeur. He was one of ten thousand. The standard of intelligence, in Massachusetts as elsewhere, was far beneath that of to-day; it was essentially an age of mediocrity, as we look back upon it.

The Massachusetts man of the present, and the Massachusetts woman, too, are far more intelligent, far better versed in all that pertains to a rounded and ripened culture; their judgments are formed not by the impassioned utterances of orators, but by their own independent processes of thought, study, and reasoning. Mental training is now compulsory among all classes; libraries, newspapers, the school and the college, the constant attrition of man with man and of woman with woman, in business, in social intercourse, and in the hundred and one progressive movements which are a distinct feature of the social body in Massachusetts, together with the broader and less provincial view of the theatre of the world's activity made possible by the newspaper press and the telegraph, all have contributed toward improving the intellectual standard of the individual, toward developing and rewarding ability, and toward

making keener the desire for knowledge. By means of this incomparable curriculum, the man and the woman of ability have been brought to the front; brains are no longer the possession of a few, but are the heritage of the many. In the army of intellectual men and women in the Commonwealth to-day, are scientists and literateurs, political economists and historians, jurists and financiers, preachers and philosophers, educators, engineers, sociologists, archæologists, linguists, a brilliant galaxy of masterly minds whose genius has added to the sum of the world's enlightenment and whose lustre shows no signs of diminishing.

OLD STATE HOUSE.
(*Boston.*)

If we will but look around us, the conclusion is inevitable that Massachusetts has *not* deteriorated; on the contrary, she has but reached the full and rounded development of a noble and beautiful womanhood, which lavishes priceless gifts upon her offspring, nurtures their minds and bodies with the accumulated experience of two centuries and a half, and instils their moral and spiritual natures with the beneficent teachings of the fathers. It is true that some of her farms have been depopulated, that her once splendid maritime commerce has fallen away, and that an occasional literary man or artist has forsaken Boston for the metropolis. But here the retrograde ceases; the other side of the picture is extremely bright, and will become even more so.

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Coexistent with this development of the Massachusetts citizen, there has been going on for upwards of thirty years a change in the physical complexion of the social body. Unnoticed at first, and then gradually making its numbers felt, there has come an immense immigration from European countries, an influx of foreign blood whose proportions, in the census of 1890, as compared with those of the native population, are measured by the ratio of 29.4 to 70.6. This might at first glance seem an extraordinarily large percentage of foreigners, were it not that the historian Bancroft stated that in 1755 the colonies were inhabited by persons "one fifth of whom had for their mother tongue some other language than the English." While in some other States the character of immigrants who have arrived and are still arriving is such as very properly to alarm those who have the public interest at heart, yet it is undeniable that in the foreign-born population of this Commonwealth there is nothing which either threatens the safety of its institutions or impairs its proud title as the most progressive and the most enlightened member of the sisterhood of States. The immigration to Massachusetts has been of an exceptionally high order. The alarmist has not yet succeeded in showing that this element of the population is not just as patriotic, as intensely American, as earnest, and as jealous of the right observance of those principles which underlie the government of the State and the nation, as the descendants of the Puritans themselves. Their very reverence of those principles, as manifested frequently in the every-day life of the people, attests the God-given privileges to the enjoyment of which they have been invited, and which they have in no instance disgraced. It could not be otherwise in a Commonwealth whose pride in itself and whose public spirit and lofty patriotism quickly impress themselves upon all new-comers. No fitter exemplification is recorded of the attitude of the foreigner in Massachusetts than the following from the pen of John Boyle O'Reilly, himself an immigrant, and a leader of the most numerous part of the foreign-born population, and an American citizen, esteemed in all classes: —

FANEUIL HALL.
(*Boston.*)

"No treason we bring from Erin, nor bring we shame or guilt!
The sword we hold may be broken, but we have not dropped the hilt;
The wreath we bear to Columbia is twisted of thorns, not bays,
And the songs we sing are saddened by thoughts of desolate days.
But the hearts we bring for Freedom are washed in the surge of tears;
And we claim our right by a People's fight outliving a thousand years!"

The original fountainhead of population in Massachusetts flowed in no defiled stream through more than a century, and its passage accumulated so much strength and power for purity that, instead of being contaminated

by the alien waters which flowed into it, it clarified and purified and made sweeter those waters themselves. In all the forty-four States, there exists no happier realization of the Republican idea than within the confines of Massachusetts. There has been no great race friction, no class discrimination. The red hand of anarchy has never risen to strike at the life of the people; labor riots, which have disturbed other States, imperilling life and property, are, in Massachusetts, unheard of. Here are the British-American and the Irish, the German and the French-Canadian, the Portuguese and the Pole, the Swede and the Italian, almost all the types of the races of Europe, and with them the descendants of the twenty thousand English families who settled in Massachusetts mainly between 1630 and 1640, a happy and contented industrial and commercial family, whose common goal is prosperity, and moral and physical improvement. Out of this common citizenship, there will come forth, in another day and generation, a new race of Massachusetts men. Meanwhile, the liberalizing tendencies of experience will have obliterated whatever race prejudice that may exist, in a latent form, now. The evolution will

STATE HOUSE, BOSTON.

be easy and natural; by the intermarriage of the races, which has already begun, the superior bone and sinew, and the Spartan fortitude of the foreigner, and the cultured intellect and Athenian graces of the descendants of the Puritans will be interchanged, — the result will be a more perfect, more ennobling, more symmetrical manhood.

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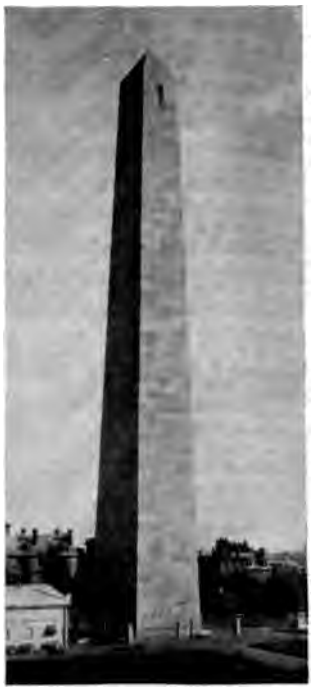
It is a magnificent tribute to the versatility of Massachusetts men, that while she has always led the nation in *belles-lettres*, in scholarship, and in scientific research, her sons have ever been remarkable for their adaptability in mechanical invention. Of the five great inventions which, more than any others, have contributed to the development of commerce and the comforts of the people, it is significant that four were, if not in all respects the original conceptions of Massachusetts men, first made practically useful in Massachusetts, and, except in one instance, by Massachusetts men. Prof. S. F. B. Morse, a native of Charlestown, was the first to operate the telegraph successfully at a public trial; Eli Whitney, a native of Westborough, gave to the world the cotton-gin; Elias Howe, who was born at Spencer, invented the sewing-machine; and from Boston to Salem, in 1877, the first articulating telephone was tested successfully by Prof. A. G. Bell, a Scotchman, while Prof. Amos E. Dolbear, of Tufts College, at Medford, was a pioneer in the early experiments. Another son of Massachusetts, Benjamin Franklin, born at

Boston, made valuable investigations into the nature of lightning. In the Massachusetts General Hospital, the discovery of ether was first practically proved by William Thomas Green Morton, M. D. The first railroad in America was operated at Quincy, in 1826. Erastus B. Bigelow, born at West Boylston, invented, in 1839, a carpet loom, whose usefulness revolutionized the manufacture of carpets throughout the world. Many of what are now immense manufacturing enterprises sprang from humble beginnings on Massachusetts soil. Bricks were made at Salem the year following its settlement; the first cotton mill was built at Beverly in 1787; the first mill in the world capable of producing a finished cloth from the raw material was established at Waltham. In 1790, at Newburyport, Jacob Perkins set up a machine for cutting and heading ten thousand nails in a day; in 1815, the tack industry was inaugurated at Bridgewater; Lynn began making shoes in 1635; combs were made at West Newbury in 1759; cannon-balls were made within ten miles of Boston as early as 1664, and the first piece of casting made on American soil was "run in" at Lynn, in 1663; Boston and Charlestown had cordage works as early as 1631.

EMANCIPATION STATUE.
(*Boston.*)

Thus was the impulse to manufacturing, which has now become the dominant industry east of the Mississippi river, early manifested in Massachusetts. Boston, as early as 1758, had a "Society for Encouraging Industry," and in that year it is interesting to note, as a sign of the times, that the Rev. Thomas Barnard, in a sermon, strongly urged "an industrious prosecution of the arts of civil life" as "very friendly to virtue." With the ushering in of the industrial era, it was not long before the factories had as employés the sons and the daughters of farmers, who doubtless found factory life not only less arduous, but a good deal more attractive in a social way. These early factory operatives were most of them of the best American stock, a fact which unquestionably aided in perfecting what is now the finest and most humane factory system in the country. The superiority of the Massachusetts factory employé in those days impressed Charles Dickens so vividly that he made mention of it in his "American Notes." Describing what he witnessed among the women operatives at Lowell, then as now the banner factory town in America, he says: —



BUNKER HILL MONUMENT.
(*Boston.*)

"I am now going to state three facts which will startle a large class of readers on this side of the Atlantic, very much. Firstly, there is a joint stock piano in a great many of the boarding-houses. Secondly, nearly all these young ladies subscribe to circulating libraries. Thirdly, they have got up among themselves a periodical called the 'Lowell Offering,' a repository of original articles written exclusively by females actively employed in the mills, which is duly printed, published, and sold, and whereof I brought away from Lowell four hundred good solid pages, which I have read from beginning to end."

Several of the young women operatives who wrote for the "Offering" subsequently made names for themselves in literature, while their unpretentious little publication attracted attention on both sides of the Atlantic.

The factory system of the State is conducted on a basis which has served as a model for other States. Massachusetts, always jealous of the moral and physical condition of the people, years ago recognized that the onward march of industry, with its thousands of manufacturing plants and its improved methods of production by labor-saving machinery, while it might make the State wealthier and enhance the volume of business, yet would be accompanied by a corresponding deterioration in the welfare of the employé. The tendency of capital to sacrifice the wage-earner in order to make larger the percentage of profit was, therefore, met by legislation which might, in a measure, relieve the weaker part of the work-a-day population from the tyranny of industry.

To this end were enacted laws prescribing the hours of labor in factories for women and for minors under eighteen at fifty-eight per week, and prohibiting the employment of children under thirteen during school hours unless they have had thirty weeks' schooling the preceding year, and unless they can read and write. It was also enacted that no minor over fourteen can be regularly employed unless he can read and write, and that the employer of minors under sixteen must keep "an age and schooling" certificate respecting such minor. Imprisonment for debt was virtually abolished, a lien law was provided, the necessary tools of an artisan were exempted from attachment, and the trustee process was curtailed. Regulations for the protection of life and health in factories were provided, and workingmen's co-operative associations and loan and building societies were authorized, the last conferring upon the wage-earner an incentive for thrift, the wisdom of which is now a matter of common knowledge. The legalization of one day in a year as Labor Day was another act of recognition of the dignity of labor. With free text-books in the schools and evening schools for any and all who would join them, and with free libraries and reading-rooms in all the cities and towns, opportunities for mental and moral improvement are at the command of even the lowliest. It is in consequence of this wise appreciation of the needs of the masses that the Massachusetts mechanic and laborer is a better spiritual man than his father before him, that labor troubles are so infrequent, and, when they do occur, are quickly settled by a State Board of Arbitration, and that the entire manufacturing population, now numbering over four hundred thousand persons, chiefly foreign-born or of foreign extraction, is in complete sympathy with American institutions and principles.

WASHINGTON ELM.
(*Cambridge.*)

One need not travel far through the State to witness with what comforts the factory employé has surrounded himself. In any one of a hundred factory towns the spectacle is afforded of colonies of attractive cottages, either owned outright or in process of full ownership by sober and industrious mechanics. It is a striking commentary upon the efficacy of the Massachusetts library system — the State has five hundred and sixty-nine free libraries, containing three million five hundred and sixty-nine thousand and eighty-five volumes, or about one fifth of all the libraries in the country — that these excellent citizen-makers are patronized chiefly by wage-earners and their children. Here is a phenomenon whereat Mr. Dickens would marvel probably even more than he did at the blue-stockings of the Lowell factory.

The statistics of manufacturing show that it is the chief source of the wealth of the State. The invested capital approximates $600,000,000, with twenty-four thousand firms and corporations, and four hundred and twenty thousand operatives. The wages paid aggregates $188,000,000; the value of the product is estimated at $871,061,163. The chief industries are boots and shoes, carpetings, clothing, cotton goods, leather, machines and machinery, metals and metallic goods, woollen goods, and worsted goods. Other great industries are furniture, jewelry, paper, cars, rubber goods, chocolate, cocoa, watches, straw goods, food preparations, cordage and twine, carriages and wagons, paper and wooden boxes, tools, agricultural implements, liquors, musical instruments, wooden ware, silk and silk goods. The average yearly wages paid in 1891, was $441.90; the highest annual wages paid was $685.76; the lowest, $287.22. The chief centres of the boot and shoe industry are the cities of Lynn, Haverhill, and Brockton, the number of establishments in each being as follows: Lynn, three hundred and twenty-three; Haverhill, two hundred and twenty-six; Brockton, seventy-three. Boston has one hundred and ninety-one clothing manufacturing establishments. In the manufacture of textiles the leading cities are Fall River, Lowell, Lawrence, New Bedford, and Holyoke. In the production of leather, Woburn, Peabody, Salem, and Lynn lead. Taunton, Worcester, and Fitchburg have extensive establishments devoted to the manufacture of machinery. Boston, Worcester, Taunton, and Attleboro' also lead in the manufacture of metals and metallic goods. The chief paper manufacturing centre is Holyoke, with nineteen mills.

No trait of character in the man of Massachusetts stands forth so prominently as that alert and far-sighted mental grasp, which enables him to take a quick and comprehensive view of the right conduct of large public enterprises. So infallible has this characteristic shown itself to be, in instances without number, that the country has learned to look to Massachusetts for leadership. This is true, not only of political and social reform, but also in all matters pertaining to the government of its State institutions. Of the latter it cannot be gainsaid that they are at least as well conducted and are as free from abuses as are those of any State in the Union.

KING'S CHAPEL.
(*Boston.*)

There are several features in the care and management of the insane, the idiot, and the paupers, which emphasize anew the progressive tendency of the public administration of the State. Chief of these is the introduction of what is known as the Scotch or "boarding-out" system of treating the insane. It is argued that, in cases of mildly or curably insane persons, it is manifestly unjust, not to say cruel, to place them in intimate contact with persons who are violently and hopelessly insane. To avoid this, the experiment has been tried of "boarding out" in private families such patients as show reasonable hope of being restored to their normal activities of mind and body. Of this class, upwards of one hundred and fifty are boarded out, and the result of the experiment is being carefully studied. The chief State asylums are those at Danvers and at Worcester, both of which are magnificent structures. Other State asylums are at Westborough, Taunton, and Northampton. The total number of the insane under State supervision on March 31, 1891, was five thousand nine hundred and forty-four, of whom five thousand one hundred and ninety-eight were supported by the State. The average cost per capita ranges from $3.03 to $3.97 per week. The city and town almshouses of the State number two hundred and fifteen. The number of occupants receiving full support on July 1, 1891, was eight thousand two hundred and thirty-nine: partial support, fourteen thousand and ninety-four. The management of the insane and the poor is in charge of the State Board of Lunacy and Charity, whose officials annually dispense charity, in one form or another, to sixteen thousand persons. The officers and agents of the Indoor Poor Department of the Board investigate the homes of juvenile offenders, visit the courts in the interest of juvenile lawbreakers, visit girls placed out in families from industrial and reform schools, and examine all immigrants who are liable to become public charges. The Department of Out-door Poor has to do with unsettled paupers who are sick or who need relief, with foundlings and destitute infants, etc. A fact which is eloquent of that lofty humanity which actuates the people of Massachusetts is, that over eighty ladies in different parts of the Commonwealth have consented to act as agents without pay in the service of the State Board, in the visitation and oversight of girls, wards of the State who have been placed in families.

JAMES RUSSELL LOWELL'S HOME.
(*Cambridge.*)

The State Prison is at Charlestown, and has about six hundred criminals. At Concord is the Reformatory for Men, with seven hundred inmates, and at Sherborn, another for women, with two hundred and fifty inmates, both of which strive to reclaim the offenders for the first time against the law. There are besides county and city prisons and several other correctional institutions. All work by the convict is now done for the benefit of the State, contract labor having been abolished in 1887. Statistics of the courts show that the number of commitments for drunkenness have increased over one hundred and fifty per cent since 1880, while there has been a notable decrease in the number of commitments for more serious crimes. For instance, the number of commitments for assault, burglary, forgery, homicide, larceny, etc., in 1858 was four thousand three hundred and three; in 1880 it was three thousand two hundred and ninety, and in 1890 it was three thousand seven hundred and ninety-two, and this notwithstanding an enormous increase in the population.

The influence of Massachusetts educational methods upon the country has been of immeasurable value. It is everywhere acknowledged that here education has been reduced to a science which has been made as nearly perfect as possible by legislation, and by intelligent educators. The seed of what is now a national system of free education was sown in Boston in an order adopted by the freemen of the town in 1635, as follows: "The 13th of ye 2d month, 1635; Likewise it was then gen'rally agreed upon that yt o'r Philemon Pormont shall be entreated to become schoolmaster for ye teaching and nourtering of children wth vs." The record of the General Court of Massachusetts contains the ordinance of 1647, as follows: "Now that learning may not be buried in the graves of our fathers, every township in this jurisdiction after the Lord hath increased them to fifty house-holders, shall then forthwith appoint one man within their town to teach all such children as shall resort to him to write and read." The evolution of the common-school system thus modestly founded is the State's proudest achievement. Under the stimulus of public sentiment, united with the self-sacrificing zeal of such friends of education as Horace Mann, the system has grown until in 1891 there were seven thousand two hundred and thirty-nine public schools, with nine thousand two hundred and twenty-seven teachers, and two hundred and forty-four high schools, with twenty-six thousand two hundred and ninety-four pupils. The number of scholars during the year ending May 1, 1891, was three hundred and seventy-six thousand nine hundred and eighty-six. The fund for the support of the schools was $8,554,545.57, or $22.72 for each child between the ages of five and fifteen years. There were two hundred and sixty-six evening schools, in fifty-five cities and towns, attended by twenty-eight thousand four hundred and fifty-three pupils of both sexes. The private schools number three hundred and seventy-eight, with an attendance of forty-two thousand five hundred and forty-seven. The normal school system for fitting young women to be teachers was established in 1840, and now numbers five institutions located at Bridgewater, Framingham, Salem, Westfield, and Worcester. There is a normal art school at Boston, founded in 1873. Among the salient features in the Massachusetts scheme of education are the use of free text-books, instruction in the elementary use of hand-tools, and in the effect upon the human system of alcoholic drinks, stimulants, and narcotics, the establishment of schools for training young men or boys in nautical duties, and the transportation of children from their homes to the school-houses when at a distance, for which in 1890–91 the sum of $30,648.68 was expended by one hundred and forty-five towns. The introduction of the manual training idea as part of the school curriculum, which was the conception of Prof. John D. Runkle, President of the Massachusetts School of Technology, in 1877, marked an epoch in the American educational system. The desire for this excellent form of instruction, which is chiefly toward joinery and plain sewing, cannot fail to have a salutary effect upon the industry of the State. Among the special schools in the State are those for the instruction of the deaf, the blind, the feeble-minded, and wayward youths, all of which are maintained at the State's expense, and are doing a noble work.

PLYMOUTH ROCK.

Of the academies and colleges of the State it is unnecessary to speak at any length. Suffice it to say that most of them have a national reputation for excellence, and attract students from all parts of the country, and some from foreign countries. In the city of Boston and vicinity alone are upwards of six thousand young men and women undergoing the higher instruction, most of whom are non-residents.

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The passengers who disembarked from the "Mayflower" at Plymouth in 1620 numbered fifty-six, of whom fifteen were servants. At the census of 1890 the Commonwealth of Massachusetts contained 2,238,943 persons; in 1885, the population was 1,942,141. The increase from 1885 to 1890 exceeded that for the previous five years. The gain in the last five years in municipalities within a radius of eight miles from the State House may be indicated by the fact that in the cases of Boston, Cambridge, Chelsea, Malden, and Somerville, there

has been an increase respectively of 58,084, 10,370, 2,200, 6,624, and 10,181. Of the entire population more than 680,000 persons, or about thirty per cent, resided in the suburbs or the city of Boston. The cities and towns within a radius of twelve miles of the State House contained 872,482 persons or nearly thirty-nine per cent of the entire population. One hundred cities and towns, excluding Boston, in the Commonwealth, which lead in manufactures contained in 1890 more than sixty per cent of the population. The same towns and cities in 1880 contained more than fifty-six per cent, and in 1885 more than fifty-nine per cent of the entire population. The ten chief cities in 1890 were: Boston, 448,477; Worcester, 84,655; Lowell, 77,696; Fall River, 74,398; Cambridge, 70,028; Lynn, 55,727; Lawrence, 44,654; Springfield, 44,179; New Bedford, 40,733; Somerville, 40,152. The greatest gain since 1885 was in Somerville, 33.97 per cent. There are 479,790 families, averaging 4.67 persons to each. The density of the population per square mile exceeds that of any State except Rhode Island. There are more women than men, a fact which is due to the emigration to the West, to the death of soldiers in the war, and to loss of life at sea. One fourth of the working population is engaged in the textile industries. Two thirds of the men and one fifth of the women are in remunerative employments. In 1885, the date of latest State census, the boot and shoe industry employed 64,858 persons; cotton goods, 60,132; building trades, 27,873; metals and metal working, 24,233; clothing, 18,325; machinery, 14,644. There were, in 1885, 324,828 occupied and unoccupied houses in the State, of which 297,958 were of wood.

WHITTIER'S BIRTHPLACE.
(*Haverhill.*)

The promotion of agriculture was an aim of the rulers of the Commonwealth in its early history, and numerous societies having that end in view were organized. To-day, Massachusetts is the least agricultural State of the Union, but nine per cent of the population being farmers. This result is due unquestionably to the development of manufacturing enterprises. The food supply of the State, which is naturally large by reason of the density of the population, comes mostly from the outside, and cultivation has been abandoned upon some unproductive and remote farming land. There are about 45,000 farms, employing 80,000 persons; 41,000 farms are owned by their occupants. The farm valuation is $216,000,000, the total acreage being 3,898,429. The farm products aggregate $48,000,000, of which $13,000,000 represents dairy articles, $11,000,000 hay, straw, and fodder, and $5,000,000 vegetables.

THE HOME OF LONGFELLOW.
(*Cambridge.*)

By act of the General Court, the Bureau of Labor Statistics was empowered to investigate the subject of abandoned farms, and the causes thereof. The results of that investigation showed that "abandoned farm land in Massachusetts is principally confined to the western counties. Such land aggregates 3.45 per cent of the total farm acreage of the State, outside the limits of cities, and about 0.87 per cent of the value of such farm land. In Nantucket and Suffolk counties no abandoned farm land is returned. The percentage of acreage of abandoned farm land of total acreage for the counties returning abandoned farm land, is highest in Hampshire County, reaching therein 6.85 per cent. It is lowest in Essex County, being therein only 0.06 per cent. While some of the towns containing abandoned farms show a recent decline in the value of agricultural products and property, this is not universally true and the decline in certain localities is overbalanced by increase in others in the same county, so that, notwithstanding the existence of abandoned farms, each county except Nantucket shows an increase since 1875 in the value of agricultural products, and every county shows an increase in the value of agricultural property. In some counties, also, an increase in the acreage of land under cultivation appears. Except in Barnstable and Dukes counties, the towns reporting abandoned farms show an aggregate increase in population."

The abandonment of farms, in certain localities, is not necessarily an evidence of the decline of agriculture, nor is it confined to New England; on the contrary, it is going on even in the West. It is one of the features of the civilization in which we live. Town life offers far superior attractions; schools, libraries, water-works, electric lights, sanitation, not to mention those social advantages which inevitably accompany the settlement of people in communities, are influences which constantly operate against the growth of the farming population. It is not within the province of this article to question the wisdom of this movement city-ward. Time and changed conditions may bring about a different result. The important fact in the present connection is, that enough farms have been abandoned in Massachusetts to justify the State government in seeking the cause; the remedy may be found and tried later.

In this rough sketch of Massachusetts as it is, attention has been given only to those of its features which most prominently suggest themselves. It were possible to disclose many excellent features of its State and municipal governments, by way of showing that here the citizen enjoys the liberties of the Republic in their highest realization; to describe the operation of an admirable system of railroads, which minimizes the danger of travelling and furnishes quick transportation at low rates; to enlarge upon the influence for good of its churches and their charities and notable humanitarian progress; to point out the stability and far-reaching power of its financial institutions, and their association with the material development of the West, a result made possible by the native thrift and prosperity of the people.

Enough has been written of the essential characteristics of Massachusetts to contradict the assertion that she has lost her prestige. She still enjoys the enviable, world-wide distinction of being the birthplace of political and social progress, the highest culture, and the loftiest patriotic spirit.

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NOTE. The list of the passengers of the Mayflower shown upon the tablet of the Pilgrim Monument at Plymouth, Mass., as reproduced in the frontispiece of this book, does not comprise the entire number. The complete list as given by the best authority is as follows: —

Mr. John Carver (7); William Bradford (2); Mr. Edward Winslow (4); Mr. William Brewster (6); Mr. Isaac Allerton (6); Capt. Miles Standish (2); John Alden (1); Mr. Samuel Fuller (2); Mr. Christopher Martin (4); Mr. William Mullins (5); Mr. William White (5); Mr. Richard Warren (1); John Howland (1); Mr. Stephen Hopkins (6); Edward Tilly (4); John Tilly (3); Francis Cooke (2); Thomas Rogers (2); Thomas Tinker (3); John Ridgdale (2); Edward Fuller (3); John Turner (3); Francis Eaton (3); James Chilton (3); John Crackston (2); John Billington (4); Moses Fletcher (1); John Goodman (1); Degory Priest (1); Thomas Williams (1); Gilbert Winslow (1); Edmond Margeson (1); Peter Brown (1); Richard Britteridge (1); George Soule (1); Richard Clarke (1); Richard Gardiner (1); John Allerton (1); Thomas English (1); Edward Doty (1); Edward Leister (1).

John Howland was a servant in Carver's family, George Soule in the family of Edward Winslow, Edward Doty and Edward Leister in that of Stephen Hopkins. William Button died on the passage. To the number given above are to be added the names of William Trevore and one Ely, seamen, who were hired for a year and returned to England.

GOVERNOR WILLIAM EUSTIS RUSSELL, the "Little Giant" of Massachusetts, and the youngest man who has ever been raised to the chief magistracy of the State, is to-day the most conspicuous and remarkable political figure in New England, and one of the foremost personalities in the country. The indomitable pluck, persistency, and personal magnetism that have three times won the governorship against odds that were considered to be overwhelming, single him out as one of the most striking and interesting characters that the century has produced, winning the respect and admiration of the people of the State, irrespective of party. No more emphatic example of his great popularity with the people could be given than that shown by the result of the last election, when he was returned for the third time to the gubernatorial office over his Republican opponent in a presidential year, and when the State decided in favor of the Republican electors by a vast majority. Governor Russell was born in Cambridge, Mass., Jan. 6, 1857; laid the foundation of his education in the public schools of that city, and from them entering Harvard College, graduating therefrom in 1877. He studied law in the law school of Boston University, received the first degree of Bachelor of Laws, *summa cum laude*, from that university in 1879, entered the law office of his father, and was admitted to the Suffolk bar in 1880. When but twenty-four years of age he was elected to the Common Council of his native city; was elected to the Board of Aldermen the following year, and in 1883 was returned to the Aldermanic Board for a second term. He was elected mayor of Cambridge in 1884, and was re-elected the three succeeding years, twice without opposition. The fame of his distinguished services, as the executive head of his native city, was not confined within local bounds, and marked him out for still higher honor. In 1888 he was nominated as his party's candidate for governor, and made an excellent personal canvass of the State. Although failing of election, he led the ticket. In 1889 he again led a brilliant but unsuccessful campaign for the governorship, and so increased his vote of the preceding year as to promise success when next he should claim the suffrages of the people. That promise was redeemed in 1890, when he was triumphantly elected governor of Massachusetts. In the fall of 1891 he was elected for a second term, and at the last election the people chose him for the third time as the governor of their choice. His administration has been distinguished as one conducted on sound business principles, while he has shown rare judgment in grasping the popular demands in the way of legislation and in the exercise of his prerogative as guardian of the interests and honor of the State. As an orator, he is one of the most brilliant that has ever been elected to the governorship, while as a debater upon the stump he has well won the soubriquet of the "Little Giant." In 1885, he was married to Margaret Manning, daughter of Joshua A. and Sarah (Hodges) Swan, and is as fortunate in his domestic environment as in the success that has distinguished his political career.

WILLIAM EUSTIS RUSSELL.

WILLIAM HENRY HAILE, the Republican candidate for governor of Massachusetts in 1892, is a lawyer, a prominent business man, and a leader in public life. Mr. Haile's father was the first Republican governor of New Hampshire. William H. Haile was born at Chesterfield, N. H., Sept. 23, 1833, the son of William and Sabrana (Walker) Haile. When he was very young his father removed to Hinsdale, N. H., and in that town his boyhood days were passed and his earlier education obtained. After graduating from the Hinsdale public schools he prepared for college at Kimball Union Academy, Meriden, N. H. After a year and a half at Amherst Mr. Haile entered Dartmouth College, from which he was graduated with high honor in 1856. Then he went to Springfield, where he studied law and was admitted to the bar. For a short time he practised law in Boston, after which he returned to Hinsdale, N. H., to engage in the manufacture of woollen goods. He became a partner of his father and Hon. Rufus S. Frost, of Chelsea, under the firm name of Haile, Frost & Co. The business was afterward transferred to a corporation called the Haile & Frost Manufacturing Company, of which William H. Haile is now president. Mr. Haile was married to Amelia L., daughter of Ethan S. and Louisa (Burns) Chapin, of Springfield, in January, 1861. Mr. Haile resided in New Hampshire until 1872, when he returned to Springfield. During his residence in Hinsdale he was a member of the New Hampshire Legislature three terms, having been elected a member of the lower House by the people of Hinsdale in 1865, 1866, and 1871. Nine years after his return to Massachusetts (in 1881), he was elected mayor of Springfield. In 1882 and 1883, Mr. Haile represented the First Hampden Senatorial District in the Legislature, serving as chairman of the Committee on Military Affairs and of the Committee on Mercantile Affairs, and being also a member of the committees on banks and banking and on manufactures. Mr. Haile was nominated for lieutenant-governor in 1889 on the ticket with John Q. A. Brackett. The ticket was elected, but Mr. Brackett was defeated by William E. Russell. In 1890 Mr. Haile was re-elected and was again re-nominated in 1891, on the ticket with Charles H. Allen, of Lowell, Mr. Allen being defeated and Mr. Haile again re-elected. In 1892, Mr. Haile was considered the strongest man the Republican party could nominate against Governor Russell, and it was expected by his political adherents that his popularity would carry him through. Governor Russell, however, was re-elected. In Springfield, ballots were found on which, through inadvertence, an attempt had been made to vote for Haile and Wolcott Hamlin, instead of for Haile and Roger Wolcott, the voters having apparently been misled by the first name of the Prohibition candidate for governor. These ballots were thrown out, and it was at first thought by some of Mr. Haile's friends that mistakes enough of that kind had been made throughout the State to cover Governor Russell's plurality.

WILLIAM HENRY HAILE.

MEMBERS OF THE GOVERNOR'S COUNCIL, 1892.

# THE GOVERNOR'S COUNCIL, 1892.

THE governor's council is an institution peculiar to the New England States. Four only of them have it, and in no other State in the Union does it obtain. The governor's council of Massachusetts is composed of eight members, chosen in districts annually by the people, and presided over by the lieutenant-governor of the Commonwealth. The law provides that they shall rank next after the lieutenant-governor. In case of the offices of governor and lieutenant-governor becoming vacant, the council has full authority to do and execute all acts and matters within the power of those officials. It is the duty of the council to advise the governor in the executive functions of the government, and all appointments of the governor must be submitted to the council for approval and confirmation. The council of Massachusetts has ever been distinguished for the able and honorable men that have composed it, and the council of 1892 compares well with the best of its predecessors.

Isaac Newton Keith is councillor from the first district. This is his fourth year in this body. He is proprietor of the Keith Manufacturing Company, manufacturers of railway cars. He started in business in 1867, the present company having been incorporated in 1889. Mr. Keith was born in West Sandwich, Barnstable County, Nov. 14, 1838, and his education was obtained in the public schools of that town. Subsequently he learned telegraphy, and, after two years' service as an operator, he became superintendent of the American Telegraph Company, having charge of the Cape Cod and Cape Ann divisions, with headquarters in Boston. For seven years he held this position. Mr. Keith has always been a Republican. In 1875 and 1876 he was a member of the lower house of the Legislature, and in 1887 and 1888 he was senator from the Cape district. Mr. Keith was marrried Sept. 7, 1865, to Miss Eliza Frances Smith, of Provincetown. They have two children.

Edwin Vinald Mitchell, of the second district, is serving his first term in the council. He is a member of the firm of Searle, Dailey & Co., straw goods manufacturers, of New York, the factory, which is one of the largest and most important in the country, being located at Medfield. Mr. Mitchell is resident and managing partner. He was born in Sangerfield, Me., Oct. 2, 1850. At the age of seventeen he went to work for his brother in the straw business, and two years later was admitted to partnership. After a period of twelve years as superintendent for D. D. Curtis & Co., of Medfield, he was admitted to the firm, and upon the death of Mr. Curtis, in 1885, the present firm of Searle, Dailey & Co. was formed. Mr. Mitchell served on the staff of Gov. Brackett in 1890. In 1885 he married Miss Blanche E., daughter of Mr. D. D. Curtis.

Ephraim Stearns, councillor from the third district, was born in Waltham, March 8, 1839, and was educated in the public schools. After graduating from the Waltham High School, he entered upon a mercentile life in Boston. He entered an importing house, remaining with the same firm nearly ten years, and becoming thoroughly versed in all the details of the trade. He then established himself in business in the firm of Blake & Stearns, commission merchants and jobbers in woollens, which house still continues as one of the substantial firms of Boston. In 1862 Mr. Stearns enlisted in the Forty-fifth Massachusetts Volunteers. He was sergeant, and served honorably through the term of his enlistment with his regiment in North Carolina. He has taken an active part in public affairs in Waltham, where he resides, and has been an ardent advocate of Republican principles, serving as chairman of the Republican Town Committee for several years. In 1884 he was a delegate to the Republican National Convention at Chicago. He was a member of the committee appointed to draw the charter for the city of Waltham, and was a member of the first Board of Aldermen. He was appointed by Governor Robinson as a member of his staff with the rank of colonel, and by Department Commander Walker, of the Grand Army of the Republic, as assistant quartermaster-general. He also served for three years as president of the New England Commercial Travellers' Association. In 1890 he was chosen

councillor, and re-elected in 1891. He is one of the trustees of the Waltham Savings Bank, and chairman of the Park Commission of Waltham.

James Donovan represents the greater part of the city of Boston in the council, his district being the fourth. He is the only Democrat in the body, and also the youngest member, having been born in 1859, in Boston. He attended the public schools till he was eleven years of age, when he graduated from the Rice grammar school. When twenty-one years old he appeared in public life as a candidate for the Common Council in ward sixteen. He was elected, and returned to that body for two successive terms, making a reputation for loyalty to friends and constituents. He was next sent to the House of Representatives from his ward and served five years there. He was first elected to the Senate in 1888, served three years, and distinguished himself by his advocacy of labor legislation. He was elected to the council in 1891, and re-elected in 1892. He is a real estate agent.

Moses How, the councillor from the fifth district, is the senior member, and is now serving his second term in the council. He was for years a successful shoe manufacturer, but is now retired from active business life. He was born in Methuen, Mass., June 19, 1819, educated in the public schools, and when a young boy removed to Haverhill, where he has since resided and been identified with all that city's interests. His first situation was in the office of a coal dealer, and to him belongs the honor of bringing to Haverhill the first cargo of coal ever brought from Philadelphia. He became engaged in the shoe business and then in the manufacture of shoe machinery, and was one of the pioneers in the latter business. For sixteen years he was president of the First National Bank of Haverhill. Upon the incorporation of Haverhill as a city in 1870, he was a member of the Common Council. In 1882 and 1883 he was mayor of the city.

Alonzo H. Evans is councillor from the sixth district. He is president of the Boston Five Cents Savings Bank, one of the largest and soundest institutions in the city, having open accounts with 128,000 persons and deposits of nearly $20,000,000. Mr. Evans was born in Allenstown, N. H., in 1820. When fifteen years old he secured work in a Lowell mill, as a bobbin boy. A year later he moved to Boston. In 1854 he was one of the incorporators of the bank of which he is now president, and was its first treasurer. Mr. Evans lives in Everett. He was the prime mover in having the town set off from Malden in 1871, and in 1892 was active in having the town incorporated as a city. He was elected in 1892 by the citizens as the first mayor of the new city. He represented the town two years in the Legislature, and in 1889 and 1890 was senator. In 1892 he was elected councillor by the Massachusetts Legislature.

George F. Morse represents the seventh district. This is his first year in the council. He was born in Leominster, Mass., Oct. 16, 1835, and in that town obtained his education, graduating from the high school in 1851. In 1857 he became one of the organizers of the Morse Comb Company. In 1871 the firm of G. F. Morse & Co. was formed for the manufacture of combs, and this business has continued till the present time. Mr. Morse served two years in the Civil War. In 1863 he was proprietor of the City Hotel in Baltimore, and in 1876 he was proprietor and manager of the Creighton House, in Boston. He has been president of the South Spring Hill Gold Mining Company, of California, president of the Hecla Powder Company, of New York, and a director of the Leominster Gas Company and the Wachusett National Bank, of Fitchburg. He was married in 1859 to Miss Mary E. Tufts, of Fitchburg.

Elisha Morgan, of Springfield, is councillor from the eighth district. This is his first public office, and he has been re-elected for a second term. He was born in Northfield, Mass., in 1833. As a boy he worked in the country store of his father, and then, before he reached his majority, he secured employment as accountant with the Connecticut River Railroad Company. Subsequently he was promoted to the positions of paymaster, freight agent, and ticket agent, with headquarters in Springfield, holding all three positions at one time. In 1865 he began the manufacture of envelopes and mucilage, employing about twenty hands. Now more than two hundred are employed, and the business has grown to one of the largest of its kind in the world. In 1872 the company was incorporated as the Morgan Envelope Company. Their annual output is nearly a hundred million envelopes. Mr. Morgan also has a half interest in the envelope factory at Hartford, Conn., which supplies the United States government with envelopes.

ATTORNEY-GENERAL ALBERT E. PILLSBURY, the official leader of the legal practitioners of the State at the present time, is a man of whom it may be said with truth that he has won his way by force of his own merits. Mr. Pillsbury is the son of Josiah W. and Elizabeth D. Pillsbury, and was born at Milford, N. H., Aug. 19, 1849. His father was a graduate of Dartmouth College, of the class of 1840, and intended to follow a profession, but the state of his health required the out-of-door life of a farmer, and his son's early years were spent upon the farm. Mr. Pillsbury began his education in the Milford schools, and prepared for college at Appleton Academy, at New Ipswich, N. H., and Lawrence Academy, at Groton, Mass., entering Harvard in the class of 1871. He did not finish his course at Harvard (from which institution, however, he received the honorary degree of A. M. in 1890), but went to Sterling, Ill., where he taught school for a year and studied law with his uncle, Hon. James Dinsmoor. He was admitted to the bar in Illinois, but returned to New England, was admitted in Massachusetts, and opened an office in Boston, where he has ever since been in practice. He entered public life as a member of the lower House of the Legislature from Ward 17, and served three years, from 1876 to 1878 inclusive. He was elected to the Senate from the Sixth Suffolk District for the years 1884, 1885, and 1886. As a member of the House in 1876, he was chairman of the Committee on Elections and a member of the Committee on Federal Relations, and in 1877 and 1878 was a member of the judiciary and other committees. While in the Senate in 1884 he was chairman of the Joint Committee on the Hoosac Tunnel Railroad, a member of the Committee on the Judiciary, and chairman of various special committees. In 1885 and 1886 he was unanimously chosen president of the Senate. In 1887 he was offered the appointment of judge-advocate general, and a year later, a seat upon the bench of the Superior Court, both of which were declined, as well as the position of corporation counsel of the city of Boston, offered him in 1889. In the fall of 1890 he was nominated for attorney general by the Republican State Convention, and was elected at the ensuing election, and in 1891 and 1892 he was re-elected. His administration of this office is described by a leading journal as "one of the most successful, not to say brilliant, in the history of the State," and some of his official work has attracted wide attention, especially his argument to the jury in the trial of the Tena Davis murder case at Cambridge. He was prominently mentioned in connection with the Republican nomination for governor in 1892, but declined to be a candidate. In 1888 Mr. Pillsbury was chosen president of the National Association of the Pillsbury family at its first gathering at Newburyport, where the family in this country originated, and where the house built by "Daniel Pilsbery," in 1699, still stands. Mr. Pillsbury was married in Newbury, Vt., July 9, 1889, to Louise F. (Johnson) Wheeler, daughter of Edward C. and Delia M. (Smith) Johnson.

ALBERT E. PILLSBURY.

WILLIAM MILO OLIN, sixteenth secretary of the Commonwealth since 1780, was born at Warrenton, Ga., of New England parents, Sept. 18, 1845; but in 1850 his family removed to Massachusetts, and the future Secretary of State obtained his education in the public schools of the Bay State. He early entered the office of the Worcester *Transcript*, starting at the bottom of the ladder as the "devil" in that office, and working his way to the case. Thus he continued until the breaking out of the Rebellion, when his young blood became fired with the patriotic enthusiasm of the times, culminating in his enlistment in the Thirty-sixth Regiment of Massachusetts Volunteers, being at the time one of the youngest soldiers to offer his services. He followed the fortunes of his regiment throughout its term of service, sharing the various campaigns in which they participated. Returning to civil life, he devoted some time to study and to his further mental equipment, and then joined the reportorial staff of the Boston *Advertiser*, remaining with that paper for fourteen years, and advancing, during that period, from reporter to editor, and then to the position of Washington correspondent. In 1879 he was appointed private secretary and military secretary to his Excellency, Governor Talbot, and was re-appointed to those offices by Governor Long in 1880, 1881, and 1882. In May, 1882, he became private secretary to Collector Worthington, when that gentleman was placed at the head of the Boston Custom House. On Collector Worthington's retirement, in December, 1885, Mr. Olin was appointed private secretary to Senator Dawes, leaving the latter to become private secretary to Collector Beard in March, 1890. It was while filling the last-named position that he was elected Secretary of State, in the fall of 1890, to which office he was handsomely returned for a third term at the last State election. He has always taken a deep interest in the military affairs of the Commonwealth, and for seven years filled the office of assistant adjutant-general of the First Brigade, Massachusetts Volunteer Militia, under General Nat. Wales, and rendered good service in bringing the citizen soldiery of the State to the high military standing it enjoys at present. He is also a devoted and enthusiastic member of the Grand Army of the Republic, has been commander of his post, and was adjutant-general of the National Encampment under the administration of Commander-in-Chief Merrill. He is now the Massachusetts member of the National Council of Administration. Socially, Secretary Olin is a man of pleasing and genial address, and of warm, generous sympathies; and when he was first named for the secretaryship it was to these qualities, as well as to his military service and his high qualifications for the position, that his selection was due. His conduct of the office has been on that broad and comprehensive conception of its important duties which has distinguished his two immediate predecessors, both of whom enjoyed the confidence of the voters of the State to an extent that insured them long terms of office.

WILLIAM MILO OLIN.

GEORGE AUGUSTUS MARDEN, treasurer and receiver-general of Massachusetts, has been five times elected to the position which he now holds. Mr. Marden is one of the best-known public officials in Massachusetts, for he has been connected with thirteen Legislatures as clerk, speaker, or member, besides being an orator whose services are always in demand, and one who has been heard in all portions of the State, while he is also well known as a writer. Mr. Marden was born at Mount Vernon, N. H., Aug. 9, 1839, fitted for college at Appleton Academy, in that town, and graduated at Dartmouth, in 1861, having earned the means by his own labor to pay his way through college. Early in the outbreak of the Civil War he enlisted in the Second Regiment Berdan's United States Sharpshooters, soon being transferred to and receiving a commission in the First Regiment Berdan's Sharpshooters, and serving as quartermaster, and also as acting assistant adjutant-general of the Third Brigade, Third Division, Third Army Corps. His term of service was from December, 1861, to September, 1864, when he was mustered out because of expiration of term of his regiment. On the completion of his services, he returned to Concord, N. H., and entered upon the study of law, engaging also in journalistic work. The latter proved the most congenial field, and in it he has since taken a constant part. His newspaper duties have been performed at Concord, N. H., on the *Monitor* of that city; at Boston, on the *Daily Advertiser;* at Charleston, West Va.; and in Lowell, Mass., with the Lowell *Courier*, of which latter he is now editor and part proprietor. Nor has his pen been confined to journalism alone, for he has compiled and edited a history of each New Hampshire military organization which took part in the Civil War, and has written poems for the Alumni Association and Phi Beta Kappa Society of Dartmouth College, and poems and addresses for many other organizations. For 1873, he was elected a member of the Massachusetts Legislature, and the next year was chosen clerk of that body, a position which he retained for nine years. In 1883 and 1884 he was again a member, and was elected speaker of the House in each of those years. In 1885 he was a member of the Senate. Mr. Marden has a keen sense of humor, and this characteristic of his gives an additional interest to his oratorical efforts, and no political speaker is more sure of a large and appreciative audience than he, for his name is an earnest of something fresh, bright, and amusing, while he is, at the same time, a most forcible and eloquent speaker. He counts as his highest honor in this line an invitation to speak on Forefathers' Day at the dinner of the New England Society of New York, in 1890, and again in 1892. As a journalist he takes high rank, while his popularity as a public officer is not confined to any party, but is emphasized by the cordial respect that is felt for him throughout the State, irrespective of party. Mr. Marden was married Dec. 10, 1867, to Mary P. Fiske, of Nashua, N. H. They have two sons.

GEORGE AUGUSTUS MARDEN.

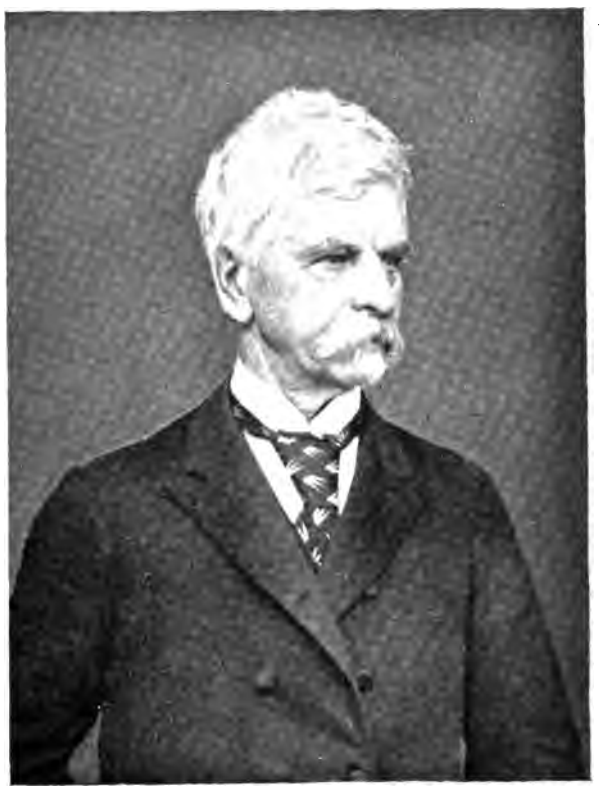
GENERAL JOHN W. KIMBALL, State auditor of Massachusetts, has been in the public service, military and civil, since he was eighteen years of age. He is a native of Fitchburg and was born Feb. 27, 1828. His education was obtained in the public schools of the town, and on leaving school he learned the trade of scythe-making in his father's shop. He followed this vocation until the outbreak of the war, when he took the Fitchburg Fusileers into the United States service, he being captain of the company at that time. From May, 1858, to January, 1860, he was adjutant of the Ninth Regiment, Massachusetts Volunteers, and was then, for the second time, elected captain of the Fusileers. As lieutenant-colonel of the Fifteenth Regiment he commanded that body in the Army of the Potomac in all the battles of the Peninsular campaign, Second Bull Run, South Mountain, Antietam, and down to Fredericksburg, when he was ordered to Massachusetts to take the colonelcy of the Fifty-Third Regiment. He commanded that regiment in the Department of the Gulf, in 1863, and was in the siege of Port Hudson. In the assault of June 14, he was dangerously wounded in the thigh. General Kimball served nearly three years in the army and was made brevet brigadier-general of the United States Volunteers, "for gallant and distinguished services in the field during the war." After his return from the front he re-organized the Fitchburg Fusileers, in 1866, and again took command as captain. He continued in the State Militia almost continuously until 1878, and was colonel of the Tenth Regiment from 1876 to 1878. General Kimball has served the public in a number of important offices and has always had a reputation for the most faithful and efficient service. One of the most responsible positions he ever held was that of custodian of rolls, dies and plates, etc., used in the printing of bonds, treasury notes, national currency, and all the securities of the government, in the bureau of engraving and printing at Washington. He had the honor of being recommended for this position, unknown to himself, by General Charles Devens, colonel of his first regiment, whose implicit confidence in General Kimball was such that he said in his recommendation, that he "not only recommended his appointment, but would become personally responsible for his honesty and integrity." General Kimball's public career embraces a period of nearly forty years, during which time he has represented his native town and city seven years in the Legislature, and Jan. 1, 1893, entered upon his second term as auditor of the Commonwealth, a position in which he has given entire satisfaction to all, irrespective of political affiliations. While in the Legislature he served upon the military, finance, and railroad committees, being chairman of the Military Committee in 1872, and chairman of the Railroad Committee in 1890–91, two of the three years that he served on that important committee. He was commander of the Department of Massachusetts, G. A. R., during 1874.

JOHN W. KIMBALL.

IN the year 1818 four governors of Massachusetts were born, two of whom — George Sewell Boutwell and Benjamin Franklin Butler — belong as much to the nation as to the Commonwealth. Few citizens of Massachusetts, in the whole course of her history, have occupied more responsible and influential positions in public life than Mr. Boutwell; and certainly there are none now living of her honored sons who have brought to the fulfilment of their official duties greater energy of spirit, purity of character, or loyalty to imposed trust than has this widely known and universally respected representative of the old Bay State. He was a farmer's son, and was born in Brookline, being a lineal descendant of James Boutwell, who immigrated from the neighborhood of London, England, and became a "freeman" in Lynn, Mass., in 1638. The early years of Ex-Governor Boutwell's life were passed upon his father's farm in Lunenburg, Mass., and at the age of thirteen he was employed in a country store at Lunenburg. At eighteen he began the study of law, but was not admitted to the bar until he was thirty-four years of age. At nineteen he delivered his first public lecture before the Groton Lyceum. In 1840 he supported Van Buren, and the following year was elected to the Legislature. From 1842 to 1850, inclusive, he served seven years in that body. From that time on official positions were crowded upon his acceptance. Governor in 1851 and 1852; member of the State Board of Education for five years from 1853; overseer of Harvard College from 1851 to 1860; a member of the American Academy of Arts and Sciences in 1857; member of the Peace Congress in 1861; member of the Phi Beta Kappa Society, 1861; delegate to the Chicago conventions of 1860 and 1880; organizer of the Department of Internal Revenue, and serving as commissioner until 1863; member of the Thirty-eighth, Thirty-ninth, Fortieth, and Forty-first Congresses; Secretary of the Treasury under President Grant, and originator of the plan of refunding the national debt, which has been followed by his successors; elected to the United States Senate in 1873; commissioner to revise the Statutes of the United States in 1877; attorney to defend the Federal Government before the International Commission created to dispose of claims of French citizens against the United States and of United States citizens against France, in 1880 — that is work enough for a score of ordinary lives, but it does not represent the whole of Ex-Governor Boutwell's industry. Among his many publications are a treatise on the internal revenue and excise system of the United States, which is still an authority in the department; a volume entitled "The Lawyer, Statesman, and Soldier"; a volume on educational topics and institutions; a volume of speeches and essays on the Rebellion, and a volume entitled "Why I am a Republican." Ex-Governor Boutwell is still engaged in the practice of law in Boston. His home is in Groton. He was married in 1841 to Sarah Adelia, daughter of Nathan Thayer, of Hollis, N. H., and has two children.

GEORGE S. BOUTWELL.

THE oldest, and one of the most distinguished, of the living ex-governors of the Commonwealth is Nathaniel Prentiss Banks, who was born in Waltham, Jan. 30, 1816, the son of Nathaniel Prentiss and Rebecca (Greenwood) Banks. After receiving the rudiments of a common school training, he went to work, when about ten years of age, as bobbin boy in a cotton factory of which his father was superintendent. In this factory the first cotton cloth was made that was manufactured in the United States. He subsequently learned the machinist's trade, devoting, however, all his leisure hours to reading and study, and early developing an aptitude for public speaking. He became editor of a local paper, and was concerned in newspaper ventures in Waltham and Lowell. Having studied law in the office of Robert Rantoul, Jr., he was admitted to the bar, but he never practised much in the courts. His first public service was as inspector in the Boston Custom House. In 1849 he was elected to the Legislature, and was speaker of the House in 1851 and 1852. He was president of the State Constitutional Convention in 1853, and in the same year was elected to Congress as a coalition Democrat. Being re-elected to the next Congress by the American party, he was chosen speaker of the National House of Representatives, after an unparalleled contest, lasting over two months, and resulting in the casting of one hundred and thirty-two ballots before the deadlock was broken. He was governor in 1858–60. In 1861 he was commissioned a major-general of volunteers, and assigned to the command of the fifth corps in the Army of the Potomac. His corps participated in the battle of Cedar Mountain, holding its position against a largely superior force. In the same year General Banks was placed in command of the defences of Washington, and subsequently succeeded General Butler in the command of the department of the Gulf. The Red River expedition, undertaken against his remonstrances, proved a failure, and military critics exculpate General Banks from all blame for the result. Relieved of his command in May, 1864, he resigned his commission, returned to Massachusetts, was again elected to Congress from his old district, and was re-elected to the successive Congresses until 1877, failing only in 1872, when he allied himself to the fortunes of Horace Greeley. He was for a long time chairman of the Committee on Foreign Relations. After his retirement from congressional service, he was appointed United States marshall, and served until President Cleveland's administration. In 1888 he was once more elected to Congress from his old district. General Banks was married in Waltham, April 11, 1847, to Mary, daughter of Jeduthan and Sarah (Turner) Palmer. Of this union there are three children living, — Joseph W., a civil engineer, settled in the West; Mary Binney, wife of Rev. Paul Sterling, and Maud Banks, the well-known actress, who, inheriting her dramatic tastes from her father, has so successfully devoted herself to histrionic art. General Banks continues to reside at Waltham.



NATHANIEL PRENTISS BANKS.

PROSPERITY, opulence, and respect, with honors, both social and civic, have been liberally vouchsafed to Ex-Governor William Claflin, and he has dispensed his wealth in the same generous manner. He is one of the four living ex-governors who were born in the same year — 1818. And he is one of the comparatively few business men who have been distinguished governors of the Commonwealth. He was born at Milford, Mass., March 6, 1818, and was educated at the Milford Academy and at Brown University. In 1838 he went into the boot and shoe business at St. Louis, Mo., and remained there seven years. Since then he has been a member of one of the largest boot and shoe manufacturing establishments in New England. Ex-Governor Claflin's record of political service may be summarized in a general way as follows: He was a member of the Massachusetts House of Representatives from 1849 to 1853; of the State Senate in 1860 and 1861, presiding over that body the second year; was lieutenant-governor from 1866 to 1869; governor of the State from 1869 to 1871; member of the National Republican Committee from 1864 to 1876, and member of Congress from 1877 to 1881. He was a Free-soiler in the early fifties, and held aloof from the Know-nothing party, which he was urged to join, saying that his particular fight was with slavery. Unsolicited came his nomination as the Republican party's candidate for governor. He himself was then in New York doing yoeman's work to secure the election of General Grant to the presidency. The situation bristled with difficulties, and upon Mr. Claflin, as chairman of the National Republican Committee, devolved the task of surmounting them. It was soon after the close of the war, and the dread of dictatorship was very widely diffused in the North. There was also great doubt concerning General Grant's efficiency on account of his inexperience in civil affairs. There probably has not been since that time any national campaign which has taxed more the efforts and exertion of the National Committee, or which has been more laborious or exhaustive. The overwhelming majority which Grant and Colfax received was in no small degree due to the labors of the National Committee. Ex-Governor Claflin's administration of State affairs was up to the high standard which his ablest predecessors had set. In Congress he was one of the most influential members of the House, his statesmanlike manner of dealing with public questions making him respected in both parties, for he always rose above the considerations of mere partisanship. Ex-Governor Claflin is connected with many business organizations. He has been president of the New England Shoe and Leather Association, is a member of the Boston Wesleyan Association, and president of the trustees of Boston University. Wesleyan University of Middletown and Harvard College have conferred upon him the degree of Doctor of Laws. Like his father he is philanthropic, the best-known of their public benefactions being the endowments of Boston University and of Claflin University at Orangeburg.

WILLIAM CLAFLIN.

EX-GOVERNOR WILLIAM GASTON belongs to both the past and the present generation. He has seen not a little of public life, but, with the exception of five years, has succeeded in conducting his large and important professional practice for nearly half a century. The five years referred to were the two years — 1861 and 1862 — while he was mayor of the city of Roxbury; the two years — 1871 and 1872 — while mayor of Boston, and the year 1875, when he was governor of the Commonwealth. Other positions of trust he has held, both public and private, and in them all he has shown the qualities of a thoroughly conscientious and able man. His long career has been successful from the first. He comes of a distinguished ancestry. On the paternal side he is descended from Jean Gaston, born in France about the year 1590, a Huguenot, who was banished on account of his religion, and settled in Scotland; and on the maternal side from Thomas Arnold, who, with his brother William, came to New England in 1636, and joined Roger Williams in Rhode Island in 1654. William Gaston was born Oct. 3, 1820, in Killingly, Conn., where his father, who had been in the State Legislature, was a merchant. With his parents, William Gaston moved to Roxbury, Mass., in 1838. Graduating with high honors from Brown University in 1840, he first studied law in Roxbury, in the office of Judge Francis Hillard, and afterwards in Boston with the distinguished lawyers and jurists, Charles P. and Benjamin R. Curtis, with whom he remained until his admission to the bar in 1844. At Roxbury, in 1846, he opened his first law office, taking soon a leading position at the bar. He continued his practice there until 1865, when he formed, with the late Harvey Jewell and the present chief justice of the Supreme Judicial Court, Hon. Walbridge A. Field, the famous and successful law firm of Jewell, Gaston & Field. This firm continued until the election of Mr. Gaston to the gubernatorial chair in 1874. His political career began in 1853, when he was elected to the State Legislature. He was re-elected the following year, and again in 1856. While mayor of Roxbury, in 1861-62, he was very active in raising troops for the preservation of the Union. He went to the front several times, and was enthusiastically patriotic during the entire critical period. In 1868 he was State Senator from Roxbury, and in 1871, after the annexation of Roxbury, was mayor of Boston, and was re-elected the following year. Much against his own inclinations, he was prevailed upon to be a candidate in 1872, and his Republican opponent was declared elected mayor by only seventy-nine plurality, a fact indicative of his great popularity. In 1874 he was elected governor of Massachusetts, being the first Democratic executive since the Republican party came into power. Resuming his law business, Ex-Governor Gaston, in 1879, took Mr. C. L. B. Whitney into partnership, and in 1883, Mr. William A. Gaston, the governor's son, was admitted to the firm. Ex-Governor Gaston received the honorary degree of LL. D. from Brown University, his alma mater, and from Harvard College in 1875.

WILLIAM GASTON.

MASSACHUSETTS has been prolific in public men who, from scholarly attainments, inherent ability and acquired experience, reflect honor upon the State when called upon to exercise high and executive functions. Such a man — and he is one of the most conspicuous figures in the later history of the Commonwealth — is Ex-Governor Alexander Hamilton Rice. He was born in Newton, Mass., Aug. 30, 1818, the year that saw the birth of three other future governors. After going through the preparatory course of study in public schools and academies, he entered Union College in New York State, and was graduated in 1844, being the commencement orator of his class. Three years later that institution conferred upon him the degree of A. M., and he was made Doctor of Laws by Harvard University, in 1876. After graduation he began business life in the house of Wilkins, Carter & Co., paper manufacturers, Boston, and has continued in the same line up to the present time. He has built up an extensive business and is now president of the Rice-Kendall Company, paper dealers and manufacturers. He was the first Republican mayor of Boston, having been elected in 1855, when that party was formed. His term of office, lasting two years, was one of the most important of any since the city of Boston was incorporated. Many great public improvements were begun, including the development of the Back Bay district, many street widenings, the building of the City Hospital, and the completion and dedication of the Public Library building. Ex-Mayor Rice's address on the latter occasion was a masterpiece of oratory. From 1859 to 1867 he was a member of the National House of Representatives, where he exerted a powerful influence during the reconstruction period. From 1875 to 1879 he was governor of the Commonwealth, and his administrations were marked for their business ability. He is vice-president of the Webster Historical Society; a member of the American Archæological Society and American Historical Association; a trustee of the Massachusetts Institute of Technology, of the Art Museum of Boston, and of the Episcopal Theological School at Cambridge; a director of the American Loan and Trust Company, of the Massachusetts National Bank, and of the Bunker Hill Monument Association; president of the National Soldiers' Home, and honorary chancellor of Union University, New York, 1881. During recent years Ex-Governor Rice has devoted himself almost entirely to business, living a quiet life with his family, apart from the turmoil of politics, though his counsels are sought and highly valued by the Republican party leaders. In commercial circles his judgment and experience find scope and exercise upon the numerous boards with which he is connected. Pre-eminently a man of affairs, he has, nevertheless, found time for the graces of intellectual life, and his marked characteristic is the combination of business sagacity and mental accomplishments. He has been twice married. Ex-Governor Rice lives in Boston, and has a summer home at Nantasket.

ALEXANDER HAMILTON RICE.

AN educated student of politics, a polished orator for any occasion, a ready talker on any subject, a lover of literature, a patriotic statesman, and an able lawyer lives in Hingham, Mass. His name is John Davis Long, and he has been speaker of the Massachusetts House of Representatives three years, lieutenant-governor one year, governor three years, and member of Congress three years. He is a born worker, and to his tremendous capacity for toil are added versatile talents of a high order. He came by his ambition honestly. His father was Zadoc Long, a leader in Buckfield, Me., public spirited and sturdy, the Whig candidate for Congress in his district in 1838, the year his boy was born. His mother was a relative of John Davis, who was governor of Massachusetts, once just before John Davis Long was born, and twice when the future governor was a baby. The boy, John Davis Long, went from the Buckfield schools to the Hebron Academy, and from there to Harvard College in 1853. He stood second in his class at college in the senior year. His poetical faculty found early expression, and he wrote the ode for class day. After graduation he taught at Westford Academy two years; then studied law, and was admitted in 1861. Going home to Buckfield, he put his shingle out, and, as he says, "made twenty-five cents the first day, and next to nothing after that." He came to Boston in 1862, and soon formed a law partnership with Stillman B. Allen, which lasted until 1879. Before he left the bar for political life, his practice had grown to be far more remunerative than was the salary of any office he has ever filled. His rise in politics, when once he got started, was wonderfully rapid, and the year 1875 found him in the Massachusetts Legislature, where he remained until 1878, when he was elected lieutenant-governor. The next year he was chosen governor, and in 1879 and 1880 was re-nominated by acclamation and re-elected by heavy pluralities. He was made a doctor of laws by his alma mater in 1880, and in 1882 delivered the one hundredth Fourth of July oration in Boston. Then followed his Congressional career, with the great Whiskey Bill speech, and the Chicago Convention of 1884, with the famous speech nominating Senator Edmunds for the presidency. He has always retained his taste for the classics, and in 1879 published a translation of Virgil's "Æneid," which is said by critics to preserve the spirit of the original and to possess strong poetic feeling. His inaugural addresses were literary masterpieces, and as an orator on a wide range of topics, he is always in demand. Since his retirement from Congress he has practised law in Boston.

JOHN D. LONG.

In 1870 Mr. Long married Mary W., daughter of George S. Glover. His second marriage was with Agnes, daughter of Rev. Joseph D. Pierce, in 1886. He has three children. He is now senior member of the law firm of Long & Hemenway, in Boston, and although actively engaged in the practice of his profession, involving the direction of an extensive business, Ex-Governor Long finds leisure to devote to the larger public questions of the day, political, social, and philanthropic.

ONE masterful personality has left its imprint upon the legislation, the opinions, the character of New England, and has made its influence felt throughout the country. Though belonging to a generation that is passing away, and though the zenith of his fame was reached years ago, Benjamin Franklin Butler is still a vital part of the Massachusetts of to-day. The glory of his early triumphs at the bar, in the political life of State and nation, in war and peace, has not faded or been dimmed by the animosities which a positive nature like his ever arouses. Though the innumerable herculean tasks which he has accomplished — enough to consume the vitality of a regiment of men — have told on his physical powers, he still preserves that marvellous keenness of mind and quickness of perception that have made him one of the foremost of American lawyers. There are a score of episodes in his eventful life, any one of which would furnish material for a volume. Almost from the day he was born, Nov. 5, 1818, up among the hills of Deerfield, N. H., through boyhood, youth, and early manhood, he displayed the germs of those characteristics which have marked his later life. He got his first lessons in politics from his grandmother; he went to Phillips Exeter Academy, and later to Waterville College, where he got into a theological conflict with the authorities; he narrowly escaped becoming a preacher; he studied law, and in Lowell, where he was practising both law and politics, he raised, by his advocacy of the Ten-Hour Bill, a terrific storm, the effects of which have even yet not wholly died away; he was elected to the Massachusetts Legislature and kept the House from stagnating; during the decade from 1850 to 1860, he was one of the liveliest and most potent factors in Massachusetts politics. His military record; his controversy with Governor Andrew; his successful recruiting of soldiers in New England, against the will of the governor; the fascinating story of his vigorous administration of affairs in New Orleans; his career as congressman, and the part he took in the national councils — these are all invested with the peculiar interest that attaches to everything General Butler has said or done. His administration as governor of Massachusetts, in 1883, with his famous Thanksgiving proclamation and the investigation of the Tewksbury almshouse, is green in the memory of every voter. The campaign of 1884, when he was nominated for the presidency by the Greenback party, was the close of his political life. Since then he has devoted himself exclusively to the practice of law. In 1892 he published his autobiography, entitled "Butler's Book," which, though it has been most severely handled by some of his critics and enemies, is undoubtedly the most entertaining volume of reminiscences that was ever printed. General Butler resides in Lowell, but is frequently seen in the courts of Boston and at his office in Ashburton Place. He was married in 1844 to Sarah, daughter of Dr. Israel and Dolly (Jones) Hildreth. Mrs. Butler died in 1876. Of this union were Blanche, Paul, and Ben-Israel.

BENJAMIN F. BUTLER.

THE public career of Ex-Congressman and Ex-Governor George Dexter Robinson is familiar to the nation. In many respects he is the best type of New England character. Believing that talent is worthless unless developed by industry, work has been the motto and, to a great extent, the enjoyment of his life. He worked as college student and as teacher in his native town; he worked for nine years as principal of the Chicopee High School, bringing, out of the chaos of a big village school, the order, system, and capacity for extended instruction of the modern graded school; he worked so hard as a law student that he devoted only one year to a preparation that ordinarily requires three. To sustain this labor he brought a splendid physical development from the old farm in Lexington, where he worked as a boy, laying then the foundations of a constitution which has stood the wear of nearly forty years of unremitting devotion to the duties of manhood, with hardly a day of illness, and which promises many years more of active professional life. Born of an old colonial family, Jan. 20, 1834, his childhood days were passed in Lexington. He prepared for college at the Hopkins Classical School, Cambridge, and graduated at Harvard in 1856. The following nine years he had charge of the Chicopee High School; then studied law with his brother, and in 1866, having been admitted to the bar in Cambridge, began the practice of law at Chicopee; elected to the Massachusetts House of Representatives in 1873, and to the Senate in 1875; in 1878, elected to Congress, and re-elected in 1880 and 1881; elected governor of the Commonwealth in 1883, and re-elected in 1884 and 1885. Those are the dry facts of Mr. Robinson's career. Behind them lies a character that has won for him not only worldly success, but esteem and confidence. In Congress he applied himself to understanding the business of the House, and speedily became an authority upon it and upon parliamentary law. Although not an adherent of Speaker Keifer, the latter frequently called him to the speaker's chair, where he made a most effective presiding officer, many of his rulings having since been incorporated in the manual of the House. Mr. Robinson's first campaign for the governorship is green in the memory of every Massachusetts man. The masses of facts and figures, with which he combated Ex-Governor Butler on the stump night after night, were compiled by his own labor on the State House records during the day. As governor, his administrations were singularly able and above the reproach of extreme partisanship. He never missed town meetings in Chicopee, going home regularly while he was governor to preside over them. Nor did he permit his gubernatorial duties to clash with those of superintendent of the Chicopee Unitarian Sunday School, but went home Saturday nights to conduct the exercises. Since 1887 Governor Robinson has devoted himself to the practice of law. His family consists of his wife, a son, who is his law partner, and a daughter. In 1889 he was a special Indian commissioner.

GEORGE D. ROBINSON.

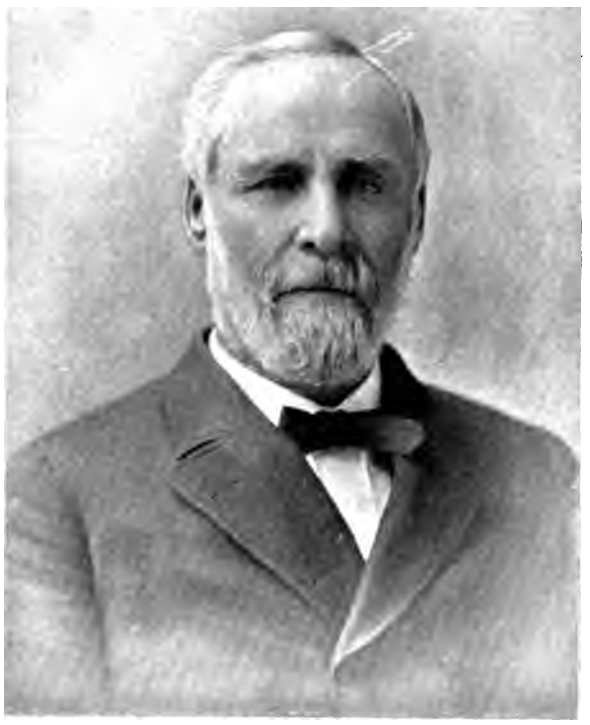
OLIVER AMES, shovel manufacturer, three times elected governor of Massachusetts, was born in Easton, Bristol County, Mass., on Feb. 4, 1831, his parents having been Oakes and Eveline Ames. He was educated in the public schools of his native town, in the academies of North Attleboro and Leicester, and at Brown University, Providence, R. I., from which he has received the degree of LL. D. Early in life he began to show that interest in men and affairs which has been the source of his success both in business and in civic matters. He entered the shops of Oliver Ames & Sons as an apprentice, acquiring a thorough knowledge of the business, and developing it by many improvements. He also travelled for, and became an active member of, the firm, which has since been changed into a corporation. On the death of his father, whose fame as a statesman and a business man is world-wide, he was called upon to adjust the affairs of his large estate, and this he did with marked ability. In doing this difficult work he gained an experience that has been of great value to him, and to thousands of others, in the management of numerous railroad, mining, manufacturing, and banking corporations, of which he has been president or director. He has also been president of the Merchants' Club, of Boston, and of the Boston Art Club. In the welfare of his native town, and the education of its people, he has taken an active interest. He was member of the Easton School Committee for many years. He planted thousands of shade trees along Easton's public ways. He has contributed liberally, and planned wisely, for the erection of handsome and substantial public buildings, and in many ways has aided in the development of local improvements. He was elected a State senator in 1879, and was re-elected in 1880. In 1882 he was elected lieutenant-governor, and was three times re-elected. Then he was elected governor. During the three years which he was chief executive magistrate of Massachusetts, he gave her people a business administration of her affairs which has seldom been equalled and never surpassed. Notably good were his appointments to office. In these he made use of his wide and thorough knowledge of men, to the permanent advantage of his fellow-citizens. While he was governor he solved successfully a problem that for several years had confronted the people of the State. As a business man, as one who appreciated the importance of bringing all the departments of a great business—such as that of a commonwealth — under one roof, and with ample room for its transaction, he recommended officially a magnificent enlargement of the State House. This recommendation was approved by the Legislature, and under this authority the governor provided plans for, and on Dec. 21, 1890, laid the corner stone of, the new State House. At a cost of less than three millions of dollars, Massachusetts will have a State House that will be an ornament to the city in which it stands, and a credit to the Commonwealth. Here, if in no other place, is an enduring monument to Oliver Ames.

OLIVER AMES.

LAWYER, legislator, and ex-governor, John Quincy Adams Brackett stands in the first rank of the sons of Massachusetts. He was born at Bradford, N. H., June 8, 1842, and is the son of Ambrose S. and Nancy Brackett. He studied in the public schools of his native town and Colby Academy, from which he was graduated in 1861. He then entered Harvard, and, with high honors, was graduated in 1865, being the class orator. He entered the Harvard Law School, and in 1868 was admitted to the bar in Boston, where he still continues to practise. In 1871 he was elected president of the Mercantile Library Association, of Boston. In 1882 he was again honored with the same office. Mr. Brackett was one of the first promoters of the young men's Republican movement, and presided at the first meeting held at Faneuil Hall, in 1877. By this time his public speeches had made him prominent. In 1874 he was appointed judge-advocate upon the staff of General I. S. Burrell, of the First Brigade of Massachusetts Volunteer Militia, and retained the position until the reorganization in 1876. From 1873 to 1876, inclusive, he served in the Common Council of Boston, the latter year being unanimously chosen president. In the same year he was elected to the Massachusetts House of Representatives, and remained a member until 1881. He again served from 1884 to 1886, inclusive. During that time he was identified with some very important legislation, prominent among which was the bill establishing co-operative banks. Mr. Brackett was chairman of numberless committees, including that on Rules and the special committee of 1881 on the Revision of the Statutes. In 1885 he was unanimously nominated for speaker of the House, and was elected, and re-elected in 1886. Probably no speaker in Massachusetts was ever put to a more severe test than that which Mr. Brackett encountered the first year — that of the famous filibustering movement against the Metropolitan Police Bill. By his firm action and spirited determination the bill was reached and passed, and both parties accorded him much praise for his ability in presiding over this strong debate. In the fall of 1886 he was elected lieutenant-governor, re-elected in 1887 and 1888, and the next year he succeeded Oliver Ames as governor. Ex-Governor Brackett, in his inaugural address, approved the abolition of the contract system of labor in the prisons, and recommended that a law be passed that prisoners be paid a proportion of their earnings while serving their sentences, and suggested many other wise measures. He also suggested that the Legislature, by resolution or otherwise, urge Congress to cause uniform couplers and continuous brakes to be used on all freight cars employed in interstate commerce as a protection to the brakemen. Governor Bracket also advocated biennial elections, but not biennial sessions of the Legislature. These two propositions had been considered identical, but he explained the difference and showed why the change should be effected. He was married in 1878 to Angie M. Peck, of Arlington.

J. Q. A. BRACKETT.

HENRY LAURENS DAWES, senior United States senator from Massachusetts, is the son of Mitchell and Mercy (Burgess) Dawes, and was born in Cummington, Mass., Oct. 30, 1816. His early education was obtained in the common and preparatory schools, after which he entered Yale College, graduating from the latter in the class of 1839. The next two years he employed in teaching, and later became editor of the Greenfield *Gazette*, which position he resigned to become managing editor of the Adams *Transcript*. From journalism he turned his attention to law, entering the office of Wells & Davis at Greenfield, and was admitted to the Massachusetts bar in 1842 beginning the practice of his profession in North Adams. In 1864 he removed to Pittsfield, which has ever since been his legal place of residence. He served in the lower branch of the State Legislature in 1848, 1849, and in the State Senate in 1850. In 1853 he was a member of the State Constitutional Convention, and from 1853 to 1857 was district attorney for the western district. He was elected to the Thirty-fifth, Thirty-sixth, Thirty-seventh, Thirty-eighth, Fortieth, Forty-first, Forty-second, and Forty-third Congresses, and to the United States Senate in 1875, to succeed Charles Sumner, whose unexpired term was filled by William B. Washburn. He was re-elected in 1881 and again in 1887, his present term expiring March 3, 1893. Mr. Dawes was married in Ashfield, Mass., May 1, 1844, to Electa A. Sanderson, and of this union there are three children living, — Anna Laurens, Chester Mitchell, and Henry Laurens, Jr., — Miss Anna being prominently identified with educational work, and a member of the World's Fair Board of Managers. Senator Dawes has always held a distinguished place in the councils of the nation, and no member of the United States Senate is more generally esteemed among his senatorial colleagues, while he is as well an exceedingly popular man in the State which he has honored and upon which his services have conferred honor in return.



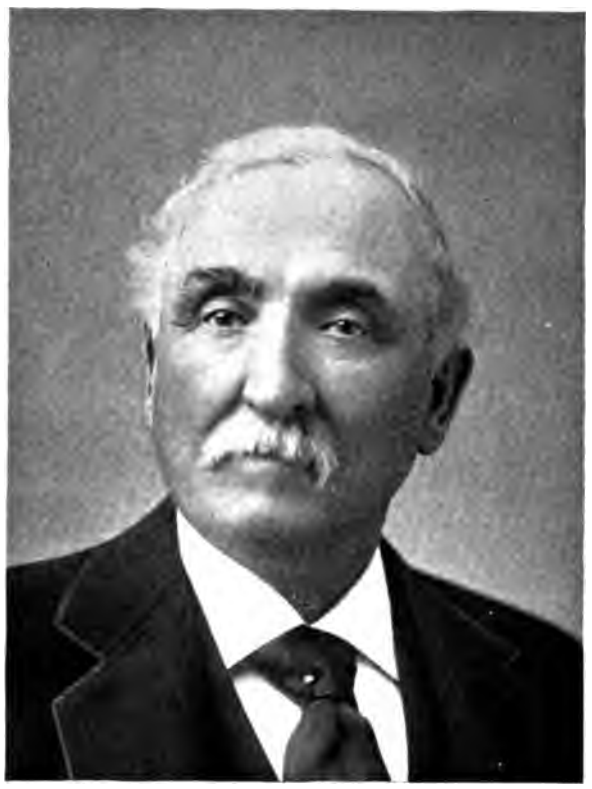
HENRY L. DAWES.

No man in Washington is more familiar with the different phases of the Indian question and the relationship and duty of the government to its Indian wards, and he has been for years chairman of the Senate Committee on Indian Affairs. A broad, genial, sympathetic man, he has won the respect of all parties, and in the Senate, whenever he chooses to speak, he receives the most courteous and appreciative hearing, for he is recognized as one of the foremost members of that august body. He has been the personal friend of every President since his first appearance as a member of Congress, while at home in his own State he enjoys the esteem of all who know him, irrespective of party, for there is an honest sincerity about the man, a magnetism to his personality that is as captivating as it is rare. Massachusetts has been well honored by the distinguished sons who have represented her in the national halls of legislation, but none have won more general respect than the present senior senator from the Bay State. In 1869 Williams College conferred upon Senator Dawes the degree of doctor of laws.

UNITED STATES Senator George Frisbie Hoar was born in Concord, Mass., Aug. 29, 1826. His father, Hon. Samuel Hoar, was a contemporary at the bar of Mason, Webster, and Choate, and shared with them the honors of the first rank among the lawyers of Massachusetts. Mr. Hoar's mother was the youngest daughter of Roger Sherman, of Connecticut. Senator Hoar received his early education in Concord, and was graduated at Harvard in the class of 1846. He then entered upon the study of law at the Harvard Law School, and subsequently in the office of the late Judge Thomas, in Worcester. Admitted to the Worcester bar in 1849 he associated himself in practice first with the late Hon. Emery Washburn, and then with the late Hon. Charles Devens and the late J. Henry Hill. Mr. Hoar's native capacity, disciplined by education and supplemented by great industry, gave him a high rank in his profession, and when he entered Congress, after twenty years of labor at the bar, his practice was the largest in the State west of Middlesex County. In 1851, at the age of twenty-five, Mr. Hoar was elected a representative to the Legislature, and though the youngest member of the body, became at once a leader. He was elected State Senator in 1857, and as chairman of the Judiciary Committee drew a masterly report defining the boundaries of executive and legislative authority. Mr. Hoar was first elected to Congress in 1868, having declined at an earlier time to accept an election. He became known at once as a formidable opponent in debate, but acquired a reputation for fairness toward his opponents which has ever since been a trait of his public career. His most distinguished service in Congress was as a member of the Electoral Commission. Mr. Hoar was re-elected in 1870, 1872, and 1874, but declined again to be a candidate. In 1876 he was elected United States senator, to succeed Hon. George S. Boutwell, and has since been twice re-elected. His third election was by the unanimous vote of his party in the Legislature without a caucus. In the Senate Mr. Hoar was for many years chairman of the Committee on Privileges and Elections, and a member of the Committees on Claims and the Judiciary. He is now chairman of the last-named committee. He is the author or leading advocate of numerous important measures, among others of the Lowell Bankruptcy Bill, the Presidential Succession Bill, and the bill for counting the electoral votes for president and vice-president. Mr. Hoar has presided over four Republican State Conventions, and in 1880 was president of the National Republican Convention. He has been a member of the Board of Overseers of Harvard, president of the American Antiquarian Society, is a trustee of the Worcester Polytechnic Institute, of Clark University, and was a regent of the Smithsonian Institution. He received the degree of LL. D. from William and Mary College, Amherst, Yale, and Harvard. Mr. Hoar married, in 1853, Mary Louisa Spurr, of Worcester. She died a few years later. In 1862 Mr. Hoar married Ruth Ann Miller, of Worcester.

GEORGE F. HOAR

CHARLES STURTEVANT RANDALL, the present representative in Congress of the district in which New Bedford is situated, was born there Feb. 20, 1824. He comes of a staunch old Puritan family, being descended on his father's side from Tristram Coffin, who landed in Nantucket in 1640, and on his mother's side from Samuel Sturtevant, a surveyor, who was in Plymouth as early as 1637, and Richard Bourne, one of the incorporators of Sandwich in 1637. He now owns the farm in Plymouth County (Rochester), settled in 1699 by Charles Sturtevant. His grandfather, also named Charles Sturtevant, was, in the Battle of Lexington, corporal of a company of militia from Rochester. After leaving school, Mr. Randall prepared for Harvard College under private tuition, but, instead of matriculating, went to a school in France, and on his return entered business. Soon afterward he became a clerk in the Merchants National Bank, of which his uncle, James B. Congdon, was cashier. The California gold fever of 1847 carried him from behind his desk there to the mines, where he participated in all the rough and exciting experiences of such a life. Returning to New Bedford, after fair success, he married, in 1851, Sarah Spooner, daughter of the late Jireh and Nancy (Nye) Perry. Until 1860 he did a large shipping and commission business; then organized the New Bedford Copper Company, of which he was treasurer till he resigned in 1867; then again engaged in the whaling business and in the management of the McKay Manufacturing Company. In 1872 he retired from active business, and with his family spent the next two years in European travel. In 1882 Mr. Randall's political career commenced with his election to the State Senate, where he served with credit for two years. At the State House he was a member of the committees on mercantile affairs and engrossed bills, and chairman of the former committee in his second year. For three years after this he was a member of the Republican State Central Committee. In 1888 he was elected to the Fifty-first Congress, and was re-elected in 1890 and 1892. As Congressman, Mr. Randall enjoys a large measure of popularity both in Washington and at home. At the Capitol his tact and geniality have won for him a position of great influence in promoting the interests of his constituents, and in his district he is always on the lookout for an opportunity to be of service. He is not one of the orators of the House of Representatives, but few of its members are ahead of him in zealous and persevering effort for their constituents. Mr. Randall still has his home in his native city, where he has many ties other than those which come from his political office, and where he spends most of his time when Congress is not in session. He has two daughters, Harriet (Mrs. Walter Clifford, New Bedford) and Sarah (Mrs. John W. Griswold, Troy, N. Y.). Although Mr. Randall has not recently been engaged in the pursuits of active business, he is a director and stockholder in various companies, where his experience in mercantile legislation renders his presence of great value.



CHARLES S. RANDALL.

THERE is scarcely a more interesting figure in contemporary public life than that of Elijah A. Morse. He combines in his unique personality the qualities that provoke attention, that command respect, that exert a wide influence, and that overcome opposition, of whatever nature. For more than fifteen years he has been a sort of storm centre in Massachusetts politics, and whatever he has said or done has awakened interest in men of all parties. Whether in the State Legislature or in the National Congress, he has never hidden his light under a bushel. On every subject of popular interest he has held decided opinions, and their expression has always been clear and forceful. The architect of his own fortune, — and a most respectable one it is, — Mr. Morse has risen by dint of persevering toil from poverty to affluence. Samuel Smiles has not given a more striking example of self-help. Mr. Morse is descended from one of the oldest New England families, the founder of which settled at Dedham in 1637. In the next century the family went West, and at South Bend, Ind., in 1841, Mr. Morse was born, the son of a clergyman, who, eleven years later, returned to Massachusetts. In the public schools of Sherborn, Holliston, at the Boylston School in Boston, and at Onondaga Academy in New York State, young Elijah was educated. Neither as boy nor as youth was he ever an idler. Alone in a little building at Sharon, Mass., he began, during his school vacations, to experiment and manufacture the stove polish which has since made his fortune. In his nineteenth year he enlisted as private in the Fourth Massachusetts Infantry, was three months with General Butler, in Virginia, and with General Banks nine months in Louisiana. Returning from the war, he went into business with his brother and established at Canton what has grown to be a large industry, being now the sole proprietor. He was elected to the lower House of the Massachusetts Legislature in 1876, and later served two terms in the State Senate, followed by two years in the Executive Council. As senator, Mr. Morse secured radical amendments to the laws for the protection of children and for the punishment of crimes against chastity. He was also the champion of all wise labor legislation and an influential friend of the veterans. In 1888 he was elected to Congress, and in 1890, in the face of formidable opposition, was re-elected, and again elected in 1892, as a member of the Fifty-third Congress. His record at Washington is part of the country's history. Mr. Morse is not only a theoretical but a practical philanthropist, and has given large sums to various charities. During the last ten years he has, in addition to his public duties and the conducting of his large business, delivered more than fifteen hundred addresses upon political, educational, religious, and temperance subjects, which have given him a wide introduction to the people of New England as well as other States. He was married in 1868 to the daughter of Samuel Vining, of Holbrook. The family consists of three sons.

ELIJAH A. MORSE.

ILLUSTRIOUS sons of illustrious fathers are not rare in the history of Massachusetts, as the names of Adams, Quincy, Prince, Everett, Holmes, Russell, Hoar, and others in the contemporary life of the State amply prove. A striking example of the influence of heredity is furnished in the character of John Forrester Andrew, the son of the "War Governor" of the Commonwealth. John F. Andrew has, as his father had, that instinctive and controlling impulse which leads him to take the right course, let the consequences be what they may. He was born in Hingham, Mass., Nov. 26, 1850. After pursuing his early studies in the Boston public schools, he entered Harvard and graduated in 1872. Three years later he received the degree of LL. B. from the Harvard Law School, was admitted to the Suffolk bar the same year, and has since practised in Boston. He served five terms in the Legislature, beginning in 1880, and being one of the youngest members of the House. In 1884 and 1885 he was in the State Senate. He was offered the Democratic nomination for Congress in his district in 1884, but declined. He was the Democratic candidate for governor in 1886, and came nearer an election than any other defeated candidate for many years. He declined a re-nomination in 1887, but was elected to Congress the following year, and was a candidate in 1892. He has been one of the most active and useful members of the House of Representatives, his efforts in behalf of tariff reform and against the free coinage of silver having gained for him a national reputation. Tariff reformers throughout New England have come to regard Mr. Andrew as their special representative in the House, and his speeches against the McKinley Bill and in favor of free wool are among the most forcible that have been delivered at Washington in recent years. The cause of civil service reform has also found one of its ablest and most energetic supporters in Mr. Andrew. The laboring men have shown their appreciation of him by the big majorities they have rolled up for him whenever he has been a candidate. His bill to exclude political influence in the employment of laborers was substantially a proclamation of emancipation for workingmen from servility to political bosses. Mr. Andrew has also been a steady friend of the veterans of the Civil War. He has never failed to receive more votes than other candidates on the same ticket, and to receive the votes of men who respected his ability and courage, though they were not of his party. He is noted for his activity in all benevolent work, holding the offices of president of the Massachusetts Infant Asylum, president of the Society for the Prevention of Cruelty to Children, president of the Home for Aged Colored Women, and trustee of the Asylum for Feeble-Minded Youth. He is a member of the New England Historic Genealogical Society. Mr. Andrew was married, in 1883, to Harriet, daughter of Nathaniel and Cornelia (Van Rensselaer) Thayer. She died in 1891, leaving him two children. He lives in Boston.

JOHN F ANDREW.

JOSEPH HENRY O'NEIL, one of the Democratic Congressmen from Massachusetts, has the unique experience of having been in public office almost continuously since he reached the age of twenty-one years. He was born in Fall River, Bristol County, Mass., on March 23, 1853, being the son of Patrick Henry and Mary (Harrington) O'Neil. His early education was gained in the public schools of Boston, from which he was graduated in 1866. He then worked as a printer's apprentice, and later learned the carpenter's trade with the firm of Jones, Fitch & Co., who did a very large business. In 1870 he assisted in the formation of the St. James Young Men's Catholic Total Abstinence Society of Boston, and he was its president for many years. He was also one of the founders of the Catholic Total Abstinence Union of Massachusetts, but he always declined to hold office in that body. In 1874 he was twenty-one years of age, and in that year he was elected a member of the Boston School Board from Ward Seven. He was also a member of the Democratic City Committee in that year. He has since been a member of the same committee several times. In 1878, 1879, 1880, 1881, and 1882 he was elected a member of the lower branch of the Massachusetts Legislature from Ward Sixteen. In 1883 he declined to be a candidate, but he was elected, and again in 1884. He served on the Committee on Liquor Law in 1878, on the Committee on Public Buildings in 1879, and on the Committee on Street Railways in 1880, 1881, and 1882; on the special committee appointed to revise the public statutes in 1881, and on the Committee on Rules and Orders in 1882; on the committees on rules and on railroads in 1884. He was also made president of the Democratic organization of the House in 1880. During his service as a legislator, Mr. O'Neil became interested in the Meigs system of elevated railroads. He has been called the father of that system, and he is now president of the company. He was five years a member of the Board of Directors of Public Institutions of Boston, and its president in 1885 and 1886. In 1887 and 1888 he was clerk of the city of Boston, and in the latter year he was unanimously nominated for Congress in the Democratic Convention of the fourth district, to succeed General P. A. Collins, and was elected by the largest majority ever cast for a Democratic Congressional candidate in this State. In 1890 he was re-elected, and again in 1892, serving on the Committee on Appropriations in the Fifty-second Congress. As a legislator, Mr. O'Neil is an ardent and yet liberal Democrat, and he has been a prominent figure in Democratic councils for several years. He is fearless and independent, and follows his convictions with little regard for political bias. On July 1, 1884, Mr. O'Neil married, in the Cathedral of the Holy Cross, Boston, Mary Anastasia, daughter of John and Maria (Plunkett) Ingoldsby. They have one child, Joseph H. O'Neil, Jr. Congressman O'Neil resides in Boston, and the district he represents has long been noted for its political activity.

JOSEPH H. O'NEIL.

IF family traditions could be relied on to keep a man within the lines of a certain political party, Sherman Hoar would be to-day a Republican of Republicans, for he is the son of Hon. E. R. Hoar (attorney-general of the United States under President Grant) and the nephew of Senator Hoar. He has inherited the family resoluteness of will, untrammelled by slowly formed but firmly welded political ties. In consequence of his opinions on the tariff issue, he entered the Democratic party, and in 1890 was elected to Congress. He has many qualities which tended to lead him into public life. Not only is he possessed of strong personal opinions upon the great questions of the day, but he has an intense desire to see his opinions prevail. He has the splendid virtues of a strong character. The representatives of his family of the preceding generation were the determined opponents of the slave system, and were ready to make any sacrifice to bring about its abolition. The son and nephew came into active life when the old problem had been solved, but he found other wrongs to be righted. In an address which he delivered before the American Unitarian Association in 1890, on the corrupt practices which are so common in public affairs, he showed a magnificent capacity for dealing with complicated public questions. Mr. Hoar was born in Concord, Mass., July 30, 1860. His parents were Ebenezer Rockwood and Caroline (Brooks) Hoar. Receiving his early education in the public schools of Concord, he fitted for college at Phillips Exeter Academy. He entered Harvard in 1878, and was graduated in 1882, being the orator of his class at graduation. After studying law for two years at the Harvard Law School, and another year in his father's office, he was admitted to the Middlesex County bar in 1885. He practised in Waltham about one year, and in 1887 was admitted to the Boston law firm of Storey, Thorndike & Hoar, of which Moorfield Storey, Esq., is the senior partner. In 1890 Mr. Hoar was nominated for Congress by the Democrats of the fifth district, — a district strongly Republican, — and, after a most enlivening campaign, he was elected. He is a most effective and persuasive stump speaker, his words having that clear ring of sentiment and sincerity which makes the dullest ear attentive. In Congress, where he served one term, declining to be a candidate for renomination, he was one of the ablest of the younger members. Mr. Hoar has been a member of the Unitarian Club of Boston, a director in the American Unitarian Association, and a member of the board of trustees of Phillips Exeter Academy, being the youngest man who ever served in that office. He was married in 1886 to Miss Caroline Prescott Wood, of Concord, who died in 1891. He has two children, a son and a daughter. Mr. Hoar is now devoting himself to the practice of his profession for which he is most thoroughly equipped both by nature and training. He is regarded as one of the most conscientious of the younger generation of lawyers, and it is also the belief of his friends that his political career is only temporarily closed.

SHERMAN HOAR.

HENRY CABOT LODGE, who has acquired national fame as author and as statesman, was born in Boston, May 12, 1850, the son of John Ellerton and Anna Cabot Lodge. Graduating from Harvard University in 1871 and from the Law School in 1874, he was admitted to the bar in 1875. He had previously, when but twenty-four years old, accepted the editorship of the "North American Review," retaining this position two years. From 1879 to 1881, he was editor of the "International Review." For his thesis on "The Land Law of the Anglo-Saxons" he received from Harvard, in 1875, the degree of Ph. D. In 1880, he delivered, at the Lowell Institute, a course of lectures on the "English Colonies of America," which were subsequently published by Harper Brothers. Among Mr. Lodge's other well-known productions are: "Life and Letters of George Cabot" (Boston, 1877); "Lives of Alexander Hamilton, Daniel Webster, and George Washington," in the American Statesman Series; "Studies in History" (Boston, 1884); History of Boston, in "Historic Cities" (Longmans, London and New York, 1890); "Speeches" (Boston, 1891); and "Historical and Political Essays" (Boston, 1892). He has edited two series of "Popular Tales" and one volume of selected "Ballads and Lyrics" (Boston, 1881). He has also edited the works of Alexander Hamilton (nine volumes, New York, 1885). As a historian Mr. Lodge is remarkable for his impartiality. He has also been a frequent contributor to periodical literature upon a great variety of subjects. In politics his career has been as brilliant as in letters. His political experience began in 1879, when he was elected to the Massachusetts House of Representatives. He was re-elected the following year. In 1880 he was a delegate to the National Republican Convention, and was an energetic supporter of Garfield. He was chosen as member of the Republican State Committee in the same year, and was its chairman in 1883, during the famous campaign in which Butler was defeated. Mr. Lodge threw himself into the work and obtained for the Republicans a victory over the most adroit and successful politician in this country. He was a delegate to the National Republican Convention of 1884, and was one of the leaders of that body. Though not advocating the nomination of Mr. Blaine, he worked strenuously for the election of the Republican candidates. He was nominated for Congress in 1884, but, failing of election, was re-nominated and elected in 1886, and has since been re-elected three times in succession. His work in Congress is familiar to all. In his first session he became a power on the floor of the House, and by his familiarity with the subjects under discussion, his earnestness of purpose and irrefutable logic, he dignified and most worthily illustrated the title, at first intended as a slur, — "the scholar in politics." He is, perhaps, best known as the author of the Federal Elections Bill. He was married, in 1871, to Miss Anna Cabot Davis, daughter of Rear Admiral Charles H. Davis, and has two sons and one daughter.

HENRY CABOT LODGE.

WILLIAM COGSWELL, who represents the Seventh Massachusetts District in Congress, has performed conspicuous service in many fields of activity, having won distinction in war and been prominent in the Republican politics of State and nation. He was born in Bradford, Essex County, Aug. 23, 1838, the son of George and Abigail (Parker) Cogswell. Receiving his preliminary education in the schools of Bradford, Atkinson Academy, N. H., Kimball Union Academy, Meriden, N. H., and Phillips Academy, Andover, he entered Dartmouth College in 1855. He did not finish his college course, however, but went to sea before the mast and sailed round the world. On his return he took a course in the Harvard Law School, graduating in 1860. He at once opened a law office in Salem, and in 1866 he opened another office in Boston, and has remained in active practice up to the present time. His military record from April, 1861, to July 25, 1865, is one unbroken series of earned promotion. He was first captain, then lieutenant-colonel and colonel of the Second Regiment, Massachusetts Volunteers, and finally brevet brigadier-general, United States Volunteers, and by special order of the war department he was assigned to the command of the Third Brigade, Third Division, Twentieth Army Corps. He had two years of service in the Army of the Potomac, and two more in the Western Army under Generals Thomas and Sherman. He was commandant of Atlanta while it was held by the Union troops in the fall of 1864, and he participated in the famous march from Atlanta to the sea. He was mayor of Salem in 1867, 1868, and 1869, and again in 1873 and 1874; member of the Massachusetts House of Representatives in 1870, 1871, 1881, 1882, and 1883; and of the State Senate in 1885 and 1886; was department commander of Massachusetts, Grand Army of the Republic, in 1870, and also on the national staff of the Grand Army; charter member and vice-commander of the Military Order of the Loyal Legion Commandery of Massachusetts; and member of the board of advisers of the Children's Friend and Seamen's Orphan Society, Salem. In 1886, General Cogswell was elected to Congress, and served on the Committee on Rivers and Harbors. He was re-elected in 1888, 1890 and 1892. In the Fifty-second Congress he was a member of the Appropriations, District of Columbia, and Columbian Exposition committees. As a delegate to the National Republican Convention in 1892, he was one of the most ardent and influential of the supporters of President Harrison's renomination. General Cogswell has enjoyed the confidence of the President, and has been considered in an especial sense as the representative of the administration in Massachusetts. He has been twice married. His first wife was Emma Thorndike, daughter of Thorndike and Emma (Silsby) Proctor, of Haverhill. Of this union were three children: William, Emma Silsby, and Sarah Parker Cogswell (deceased). Mrs. Cogswell died April 1, 1877. Mr. Cogswell was married again in Salem, Dec. 12, 1881, to Eva Maria, daughter of Horatio and Lydia Davis.

WILLIAM COGSWELL.

MOSES TYLER STEVENS, who represents the fifth Massachusetts district in Congress, is one of the heaviest woollen manufacturers in the United States. He is also the first Democrat who was ever chosen to Congress from his district. He was born in North Andover, Essex County, Oct. 10, 1825, the son of Nathaniel and Harriet (Hale) Stevens. He attended the public schools and fitted for college in the Franklin Academy, North Andover, and in Phillips Academy, Andover, from which latter institution he was graduated in 1842. In the fall of the same year he entered Dartmouth College, but at the end of the freshman year he left his collegiate course to engage in business with his father, who had been manufacturing flannels since 1813. In 1850 he became a partner in the business, the firm being Nathaniel Stevens & Son. For twenty-six years the firm continued, being dissolved in 1876. Mr. Stevens then began the manufacture of ladies' dress goods, and continued in business alone until 1886, when his sons, Nathaniel and Samuel D., were admitted as partners. The firm name was then changed to M. T. Stevens & Sons, the house operating mills at North Andover, Andover, and Haverhill, Mass., and Franklin, N. H. Mr. Stevens was a member of the lower branch of the Massachusetts Legislature, in 1861, and in 1868 was elected to the State Senate. In 1890 he was nominated for Congress by the Democrats of the old eighth district, and though the district was strongly Republican and his antagonist was the brilliant Congressman Greenhalge, yet Mr. Stevens was elected. He served on the Ways and Means Committee in the Fifty-second Congress, and introduced the bill to provide for the placing of wool on the free list. He is the most prominent of the American woollen manufacturers who are in favor of free wool, and his influence has been powerful in developing the sentiment for free raw materials in New England. In 1892 Mr. Stevens was re-elected to Congress by an increased majority. He has numerous important business interests, being a director of the Andover National Bank; a trustee of the Andover Savings Bank; a director of the Merrimac Mutual Fire Insurance Company, and president of the Stevens Linen Works, Webster, Mass. Mr. Stevens was married in North Andover, May 5, 1853, to Charlotte Emeline, daughter of Isaac and Charlotte (Adam) Osgood. Six children are the issue of this marriage: Mary O., Nathaniel, Samuel D., Virginia, Helen, and Moses T. Stevens, Jr. Mr. Stevens's home is in his native town, North Andover. In charitable work of all kinds he has always taken an active interest, having established several years ago, on the shores of Cochickewick Lake in North Andover, a free summer resort for poor people. In religious belief, Mr. Stevens is a Unitarian, being treasurer and one of the chief supporters of the North Parish Church of North Andover, — one of the oldest church organizations in New England, — and a prominent member of the Unitarian Club, in the striking and ornate home ot which on Beacon Street he is often seen.

MOSES T. STEVENS.

THERE is little doubt that the Bland Silver Bill would have passed the House of Representatives of the Fifty-second Congress had it not been for the determined opposition of the minority of the coinage committee, led by the representative from the ninth Massachusetts district, George Fred Williams. He was born in Dedham, Mass., July 10, 1852, the son of George W. and Henrietta (Rice) Williams. On his father's side he is of German and French descent, while his mother belonged to an old New England family. His early education was obtained in private schools and at the Dedham High School, where he prepared for college. He entered Dartmouth in 1868, but at the end of his freshman year he went to Germany, studying in Hamburg for six months and spending a year at the universities of Heidelberg and Berlin. He made up the college studies of the sophomore and junior years, re-entered Dartmouth and graduated with his class in 1872. The following winter he taught school in West Brewster, Mass., and in the spring and summer of 1873 was a reporter on the staff of the Boston *Globe*. Having taken a course at the Boston University Law School, he was admitted to the bar in 1875. His practice has grown to be large and remunerative. He edited "Massachusetts Citations," and volumes ten to seventeen of the "Annual United States Digest" for Little, Brown & Co. Mr. Williams's active political life began in 1882, and in the following year he organized the Norfolk Republican Club, one of the largest political clubs in the State. Joining the Independent movement upon the nomination of Mr. Blaine in 1884, he was one of the Committee on Resolutions at the Independent convention held at New York, and was an active member of the Massachusetts Committee of One Hundred, and chairman of its Executive Committee. On account of his activity in that campaign, Mr. Williams has often been called "the original mugwump." In 1886, he was elected to the Massachusetts House of Representatives as a Democrat, and was one of the ablest members of that body. After a spirited campaign, he was elected to Congress, in 1890, from the ninth district, succeeding a Republican. His valuable services on the coinage committee of the House and his courageous fight against the free coinage of silver brought him into national prominence. The Massachusetts Reform Club, of which he has been a member for several years, honored him with a banquet in April, 1892, in recognition of his congressional labors. He has been secretary of the Dartmouth Alumni Association of Boston and is president of the Dartmouth Club of Boston. In 1886, he delivered the Fourth of July oration in Boston by invitation of the city, and in 1889 he delivered an address before the faculty and students of Dartmouth College on the centenary anniversary of the inauguration of Washington. Mr. Williams was renominated for Congress, in 1892, but the State having been redistricted, he found himself in an overwhelmingly Republican district, and was defeated. He is unmarried, and lives in Dedham.

GEORGE FRED WILLIAMS.

CONGRESSMAN JOSEPH HENRY WALKER was born in Boston, Dec. 21, 1829, the son of Joseph and Hannah Chapin Walker. The family moved to Hopkinton in 1830, and in 1843 to Worcester. Mr. Walker was educated in the public schools of Hopkinton and Worcester, but left the Worcester High School at the age of sixteen. His father was then engaged in the manufacture of boots and shoes, and Joseph worked in the factory. In 1851 he was admitted to the firm and until 1887 continued in the business, though not associated with his father after 1862. In 1862 Mr. Walker began manufacturing on his own account, and in 1864 took his brother, G. M. Walker, into partnership. Their specialty was the "Walker boot," which had a wide reputation. The firm name, J. H. and G. M. Walker, was retained until the dissolution in 1888, though G. M. Walker retired in 1870. Mr. Walker still retains his interest in the large leather house of the Walker, Oakley Company, of Chicago. While his education did not extend beyond the public schools, Mr. Walker has always been a close student of books and of men; is a ready and eloquent speaker, and writes in a clear and forcible style. He has spoken and written extensively on questions of trade, banking, and coinage, and published, through Houghton, Mifflin & Co., a monograph on "Money, Trade, and Banking," which attained a wide circulation. He served in the Common Council of Worcester twice, being president of the board in 1869. In 1879 and 1880 he was a member of the Massachusetts State Legislature. He served on the famous Retrenchment Committee in 1879, was chairman of the Public Service Committee in 1880, and in the same year was a strong candidate for the speakership. He has been president of the Worcester Board of Trade, chairman of the Committee on Foreign Trade and Exports of the National Hide and Leather Association, and vice-president of the New England Shoe and Leather Association. Mr. Walker was elected to the Fifty-first Congress from the tenth Massachusetts district in 1888, and was re-elected in 1890, and again in 1892, — the last time from the third district, which contains the old tenth district. In the Fifty-first Congress he made a reputation for himself by his attitude on the silver question, and by a firm advocacy of sound business principles in financial legislation. He is a vigorous and logical debater. Worcester Academy owes much of its present prestige to the generosity of J. H. Walker. He not only gave liberally and induced others to do so, but he gave the institution the benefit of his own business sagacity, and so aided to bring it to a prosperous condition. As president of its board of trustees he has devoted much of his time to its welfare. Mr. Walker married, in 1852, Sarah Ellen, daughter of Jubal Harrington, of Worcester. She died in 1859, leaving one daughter. In 1862 Mr. Walker married Hannah Kelley Spear, of New Hampton, N. H. They have two sons, Joseph and George, and one daughter, Agnes, wife of Adam D. Claflin, of Newton

JOSEPH H. WALKER.

FREDERICK SPAULDING COOLIDGE, of Ashburnham, who represents the eleventh district in Congress, has played a most honorable and successful part in the political and in the business life of the Commonwealth. He was born in Westminster, Mass., Dec. 7, 1841. His parents were Charles and Nancy Spaulding Coolidge, names prominent in the history of Massachusetts for many generations. Like the majority of men who have pushed their way to an honored place in life, he was reared in a little country town, receiving his education in the common schools. The liberal education he so desired has been gained through his own untiring industry. He possesses an unusually active mind and a remarkably retentive memory and a large share of genuine New England common-sense. He has a clear insight into the questions of the day, and presents his views in an able, businesslike manner which carries conviction. Like his father, Mr. Coolidge early engaged in the manufacture of chairs. He remained in Westminster until his factory was burned in 1876. He is now manager of the Boston Chair Company, whose works are at Ashburnham, and of the Leominster Rattan Works. Mr. Coolidge has always been a leader in public affairs, and has held many offices in his native town and in the State. He was selectman of Westminster for three years, and for the same length of time was a member of the Democratic State Central Committee. Mr. Coolidge, was elected to the lower branch of the Massachusetts Legislature in 1875, and in 1888 was a candidate for presidential elector on the Democratic ticket. In 1890 he was elected to the Fifty-second Congress, over two strong candidates, having the honor of being the first Democrat to represent the old eleventh district, which had always been overwhelmingly Republican. Mr. Coolidge was fifty years old the day the Fifty-second Congress opened, being the youngest man from his district for many years. In Congress he served on the Committee on Pacific Railroads, and on the select Committee on Irrigation of Arid Lands in the United States. His congressional career was highly honorable and won for him the respect and admiration of his constituents, without regard to party. He received a unanimous renomination, but was defeated. Mr. Coolidge has always been a Democrat, but respects the opinions of all, and never desires to force his own upon others. Mr. Coolidge was married in 1864 to Ellen D. Allen, of Townshend, Vt. — a woman full of good works, and deeply interested in all philanthropic questions of the day. They have had three children, of whom a son and daughter are now living. The son follows his father's business, and shares also his interest in all public questions; the daughter has just been graduated from Smith College, in the class of '92. Mr. Coolidge has an excellent knowledge of parliamentary law, and has been many times moderator of the town meetings of his town. He is a director of the Wachusett Mutual Fire Insurance Company, and is connected with other commercial and financial interests in Ashburnham and Leominster.

FREDERICK S. COOLIDGE.

LAWYER and representative, John Crawford Crosby, of the first congressional district, was born in Sheffield, Mass., June 15, 1859; was educated in the public schools of Pittsfield; studied law and graduated from the Boston University Law School; was admitted to the bar and engaged in the practice of law; in 1885 was elected a member of the School Committee of Pittsfield, and served six consecutive years in that office; in 1885 was elected a member of the Massachusetts House of Representatives, and re-elected in 1886, serving each year on the Committee on Rules and Railroads; in 1887 was elected a member of the Massachusetts Senate and served on committees on judiciary, probate and insolvency, and constitutional amendment; in 1888 was re-elected and served on committees on probate and insolvency and mercantile affairs, being chairman of both committees; was elected to the Fifty-second Congress, receiving 12,106 votes. Congressman Crosby's speeches on several occasions received high praise even from the opposition press; his work on two important committees, of which he was a member, was wisely performed; and on the floor of the House he gained a reputation for faithful and valuable service. Mr. Crosby's first speech was on the Military Appropriation Bill, against the refusal of the committee to appropriate money for increasing the lighting facilities at West Point. In his next speech, on the Wool and Woollens Bill, he took ground in favor of tariff reform and incidentally against the free coinage of silver. In a speech on the Post-office Appropriation Bill, Mr. Crosby opposed the attempt to reduce the amounts paid for carrying mail over land grant railroads. He also advocated an appropriation looking towards free delivery in rural districts. He favored reasonable appropriation for carrying on the postal service, and opposed the River and Harbor Bill. Congressman Crosby introduced more bills and petitions than any other member from Massachusetts. He was present at every roll-call. He introduced the Port Hudson Forlorn Hope Medal Bill, providing for government fulfilment of the promise made by General N. P. Banks; a bill providing for compensating the Springfield armorers in the matter of back pay, and a bill providing for the consolidation of third and fourth class mail matter. He introduced a bill for putting foreign postage stamps on the free list, and a bill providing for the sale of lands in Springfield which had been left to the government by devise, which could not be sold except under special Act of Congress. He introduced several private pension bills, in cases not covered by the general law. He also introduced a bill providing for military telegraph lines, to connect military posts by underground wires. He was identified with the bills reclassifying and increasing the salaries of letter-carriers and of railway mail clerks. He favored an appropriation for experiments in free delivery of mail in rural districts. Congressman Crosby is a member of the committees on post-offices and post-roads, and on military affairs.

JOHN C. CROSBY.

FOREMOST among the judges of the Commonwealth, not alone by reason of his high position, but as well because of a long-recognized merit, stands Walbridge Abner Field, chief justice of the Supreme Judicial Court. Fortunate in the outward circumstances of his birth and breeding, he is the product of a sterling New England ancestry, his father's parents coming from Rhode Island and his mother's from Connecticut. He was born in Springfield, Windsor County, Vt., April 26, 1833. That little western Switzerland has bred eminent statesmen, teachers, lawyers, and merchants in singular profusion. Reared amid the invigorating influences and stimulating charms of such a locality, Mr. Field had the advantages of academic training and collegiate education. At the age of twenty-two he graduated with high honors from Dartmouth College, and the next two years remained as tutor in that institution. Then, after taking up the study of law for a time, he returned to Dartmouth to teach mathematics a year, after which he came to Boston to pursue his legal studies at the Harvard Law School and in the office of Harvey Jewell. Admitted to the bar in 1860, he began practice immediately in Mr. Jewell's office. Here he remained until 1865. Then he was successively assistant United States district attorney for Massachusetts four years, under Richard H. Dana and George S. Hillard, and assistant attorney-general of the United States, under E. Rockwood Hoar, for about one year. Tiring of public station, he resigned in August, 1870, returned to Boston and formed a law partnership with Mr. Jewell and William Gaston, under the name of Jewell, Gaston & Field. After Mr. Gaston became governor of Massachusetts, Edward O. Shepard was taken into the partnership, and the firm name became Jewell, Field & Shepard, and so remained until Governor Long appointed Mr. Field associate justice of the Supreme Judicial Court, in February, 1881. In 1890, upon the resignation of Chief Justice Morton, Governor Brackett appointed Judge Field to the chief justiceship. The choice gave universal satisfaction to both bench and bar. Chief Justice Field was a member of the Boston School Board in 1863 and 1864, and of the Boston Common Council from 1865 until 1867. In 1876, he was declared elected to Congress from the Third Massachusetts District, but the election was contested, and after about one year's service he was unseated. In 1878 he was again a candidate from the same district, was elected and served his term without contest. In 1869 he was married to Eliza E. McLoon, who died in March, 1877, and by whom he had two daughters. In October, 1882, he married Frances E., daughter of Hon. Nathan A. Farwell, of Rockland, Me. Chief Justice Field was one of the judges who tried the famous Robinson poisoning case in Middlesex County. He has written many important decisions which have established for him an enviable reputation among the judges of the country. His chief characteristics as a judge are profound learning, keen perception, an unbending integrity, and an unusual degree of fairness.

WALBRIDGE A. FIELD.

WITHOUT the advantages of a collegiate training, by industry, manly endeavor and faithful stewardship in offices of trust and influence, Chief Justice Albert Mason of the Massachusetts Superior Court, has reached a high position in the profession of his choice. Just in the prime of life, with all its gathered and matured forces under complete control, wanting neither the vigor nor the judgment of age, he has come to the foremost rank. The son of Albert T. and Arlina (Orcutt) Mason, he was born in Middleboro, Mass., Nov. 7, 1836. He received such education as could be obtained in the common schools of that day, and in Pierce Academy in Middleboro. Upon the completion of his schooling, he studied law in the office of Edward L. Sherman, at Plymouth, and was admitted to the bar in 1860, beginning practice in that town. His legal practice was interrupted in 1862,; he entered the Thirty-eighth Massachusetts Regiment as second lieutenant, was promoted to the rank of first lieutenant, and subsequently commissioned captain and assistant quartermaster. Returning to Plymouth at the expiration of his term of service, in 1865, he resumed the practice of his profession. He served as chairman of the Plymouth Board of Selectmen from 1866 to 1874, and was a member of the Massachusetts House of Representatives in 1873 and 1874, easily taking rank as an influential and most useful member, and serving on some of the more important committees. In 1874 he opened a law office in Boston with Charles H. Drew, and later in the same year formed a partnership with Arthur Lord. Subsequently Benjamin R. Curtis, late judge of the Municipal Court in Boston, was admitted to the firm, which had offices both in Plymouth and in Boston. In July, 1874, Mr. Mason removed his residence to Brookline, where he still lives. In December, 1874, he was appointed on the State Board of Harbor Commissioners, and he continued on the succeeding boards, with various changes of title, till his selection by Governor Long, in February, 1862, as an associate justice of the Superior Court. From that time until his promotion to the chief justiceship by Governor Brackett, in September, 1890, he filled a place on the bench with ever increasing influence and fame, which have been augmented by the manner in which he has performed the duties of his higher office. An earnest lover of work, he spares no pains to be thorough in the investigation of any question submitted to him. Conservative without being narrow; independent without arrogance; with qualities of high judicial merit; calm in temperament; quiet in manner; pleasant in speech, he possesses a large measure of force and determination. In his rulings, fair but decisive; in his instruction to the jury, clear and apt, but never voluminous, he is capable of a long and honorable career. He is admired and respected by the members of the bar, to whom his appointment was a source of great satisfaction. Chief Justice Mason was married in Plymouth in 1857, to Lydia F., daughter of Nathan Whiting. By this union there are six children.

ALBERT MASON.

HORACE GRAY, associate justice of the United States Supreme Court, has been a striking figure in the judiciary of Massachusetts for nearly thirty years. He was born in Boston, March 24, 1828, his father being William Gray, a man prominent in Massachusetts. After studying with competent teachers in private schools, Mr. Gray entered Harvard, and graduated in 1845. At that time there was little to indicate that he would attain the prominence he now enjoys as a lawyer and a judge, for he was most deeply interested in the study of natural history. When he graduated from Harvard he was only sixteen years of age, but a splendid specimen of manhood. He then spent some time travelling in Europe, during which he visited Norway, where he created comment among the rustics, who took him for a representative of American people, and received the idea that the people of this country were all of like stature and physical development. On his return he entered the Dane Law School, and graduated with the degree of LL. B. He then studied in the law offices of William Sohier and John Lovell, and showed marked ability in his grasp of the law. After being admitted to the bar in 1851, he began practice in Boston, and six years later entered into partnership with Hon. E. Rockwood Hoar. In 1854, Mr. Gray was appointed reporter of the Massachusetts Judicial Supreme Court, which position he held until 1881. Gray's Official Reports are in every law office. The partnership of Gray and Hoar was dissolved in 1860. Mr. Gray was appointed by Governor Andrew a justice of the Supreme Court in 1864. His knowledge of the law, clear discernment, and great ability, made him a prominent figure among his associates; and when, on the death of Chief Justice Chapman, in 1873, he was appointed to the latter's position by Governor Washburn, the election was received in all quarters with favor. Mr. Gray's advancement in his chosen profession has been steady; honors have come in regular succession, and in every position he has displayed great ability. When he was appointed to his present position in Dec. 20, 1881, Mr. Gray was fifty-two years of age and unmarried. On June 4, 1889, he renounced bachelor life, and was married to Jeanette, daughter of the late Stanley Mathews, who had been one of Mr. Gray's fellow-associates. The wedding took place in Washington. As a writer of decisions, Mr. Gray stands preeminent among his associates on the same bench, especially as to matters of constitutional law, where general historical information is important, and in those which concern chartered rights. One of the most famous cases in which Mr. Gray showed wonderful ability was that in which Boston and Lowell were concerned during the war period. In his early manhood, Mr. Gray attended, as a delegate, the first State convention of the Free-soil party in 1848, and was actively associated with Charles Sumner, Charles Francis Adams, Henry Wilson, and other prominent men in that movement. Justice Gray has by his dignity, wide experience, integrity, and learning, gained a high place on the roll of American jurists.

HORACE GRAY.

WOMEN OF MASSACHUSETTS.

# WOMEN OF MASSACHUSETTS.

AS the gates of prejudice have been gradually unbarred to the admission of women, they have thronged into nearly every avenue of modern business and professional activity, and the much-derided dream of "woman's rights" is becoming a reality. In Massachusetts, at least, they are using their rights with singular success. Among the women through whose efforts this peaceful revolution has been effected are Mrs. Julia Ward Howe and Mrs. Mary A. Livermore.

The first named, who, apart from her other labors, has achieved a personal immortality in American letters by her "Battle Hymn of the Republic" and many of her lyrics, has been identified with the cause of woman suffrage since 1868. As a member of women's congresses, as lecturer, and as contributor to the best periodical literature, she has been for nearly twenty-five years a leader in the woman's movement. Though over three score and ten (she was born in 1819), her pen and voice are still engaged in the work.

Mrs. Mary A. Livermore is another pioneer in the same reform. Hers has been a long and useful life. Born and bred in Boston, she has given nearly fifty years to public work. She became prominent during the Civil War in connection with sanitary work and hospital administration. She is one of the mainstays of the woman suffrage movement, and for many years was president of the Woman's Christian Temperance Union of Massachusetts. Her best known book is "My Recollections of the War."

Closely allied with philanthropic work is the medical profession, and many women physicians and surgeons in Boston have demonstrated their fitness for a calling which, until a few decades ago, was closed to them. Dr. Susan E. Crocker is one of these women. She graduated from the Woman's Medical College of the New York Infirmary, in 1874, and was subsequently one of the founders of the Lawrence (Mass.) General Hospital, its first physician, and the medical and surgical supervisor of all its departments. Since 1888 she has lived in Boston. She is a member of the Massachusetts Medical Society, the New England Medical Society, and the American Medical Association.

Women are not numerous in the legal profession, but there are a few who have overcome the obstacles and established a successful practice. Miss Alice Parker, a native of Lowell, Mass., was admitted to the bar in California, practised there a year, and returned to Massachusetts in 1890. She has a general practice in Boston, doing a large amount of probate work. She is a frequent contributor to the newspapers and magazines, and lectures on laws concerning women.

Miss A. M. Lougee is one of the many conspicuous examples in Massachusetts of successful business women. She has been in commercial life since 1868, and has organized a large business for the manufacture and sale of rubber clothing, being at present treasurer and manager of the Clifton Manufacturing Company. This company gives employment to about two hundred and fifty persons, and has ten salesmen in its employ.

The president of the New England Woman's Press Association is Mrs. Estelle M. H. Merrill, who exchanged teaching for journalism and won a wide reputation by her articles in the Boston *Globe* over the *nom de plume* of "Jean Kincaid." She has been president of the Wheaton Alumnæ Association, and is an active worker in many charitable and other organizations.

Of the living women singers of Massachusetts, Lillian Nordica is perhaps the most famous. Her debut on the concert stage was made in Boston in 1880, and on the operatic stage in New York, as Marguérite in "Faust," three years later. Since 1884, her name has been as familiar in Europe as in America. In private life she is Mrs. Lillian Norton Gower, her husband having been an aëronaut who lost his life in 1886. Since then she has lived abroad nearly all the time.

Mary Shaw (Mrs. De Brissac) began her histrionic career at the Boston Museum, and has risen in the dramatic profession solely by the force of her own will and ability. She has supported Fanny Davenport, Modjeska, Julia Marlowe, and Helen Barry in leading roles, and the influence of her strong, pure character and her brilliant talents has been widely felt.

The Durgin sisters — Miss Harriet Thayer and Miss Lyle — have done much valuable work in art. They studied in Paris from 1879 till 1886, and for the last six years have lived in Boston. They have both exhibited at the Paris Salon. Miss Lyle Durgin's specialty is portrait work, in which department of art she has won deserved recognition, while her sister has taken high rank as a water-color painter.

THE largest church or hall, no matter where it is, is always crowded when Phillips Brooks preaches. On business and on professional men, on student and on laborer, on skeptic and on believer, his hold is equally strong. He once wrote to the secretary of his class at Harvard: "I have no history, no wife, no children, no particular honors, no serious misfortunes, and no adventures worth speaking of." Very particular honors, however, have been showered upon him since those words were written, and this is a brief outline of his career: He was born in Boston, Dec. 13, 1835, the son of William Gray and Mary Ann (Phillips) Brooks. On both the paternal and the maternal side he is descended from Puritan clergymen, on his father's side from Rev. John Cotton, and on his mother's side from the Phillips family which founded the two famous Phillips academies. His father was for forty years a hardware merchant in Boston, and Bishop Brooks is one of four brothers ordained to the Episcopal ministry. He was educated at the Boston Latin School and at Harvard College, which he entered at the age of sixteen. After graduation, in 1855, he taught a year, and then entered the Protestant Episcopal Theological Seminary at Alexandria, Va., being ordained in 1859. Becoming rector of the Church of the Advent in Philadelphia, and three years later going to the Church of the Holy Trinity in the same city, he remained there until 1869, when he was called to Trinity Church, Boston. For twenty-two years he was rector of Trinity, and in 1891 was elected bishop of the diocese of Massachusetts. He had declined many calls while at Trinity — in 1881 to the Plummer professorship in Harvard College, and later the office of assistant bishop of Pennsylvania. In 1880, in 1882–83, and again in 1892, he was in England, where his popularity is as great as in America. He has also extended his travels to India, China, and Japan. Of Bishop Brooks's characteristics as a preacher, the first quality that strikes a hearer is his copiousness. He is like a colossal reservoir that seems full almost to bursting. The parting of his lips is like the breaking open of a safety valve by the seething thoughts and words behind, and out they rush, so hot in their chase the one of the other, that at times they appear to be almost side by side. From the abrupt beginning to the abrupt end he simply pours out his words. Great torrents and waves of appeal and aspiration and eloquence rise and fall, and whirl and eddy, throughout the church, till they seem to become almost visible and tangible and to beat upon the eyes and foreheads of his hearers, as they do against their hearts. He wrote his first sermon at the theological school, on "The simplicity that is in Christ," of which he himself says that a classmate criticised it by saying "there was very much simplicity in it, and no Christ." But Bishop Brooks's sermons are full of humanity, broad, tender, and helpful. He has been said by an eminent theologian to occupy a middle ground between Unitarianism and Orthodoxy, and that he thus reaches the ears of both as no other living preacher does.

PHILLIPS BROOKS.

MOST REV. JOHN J. WILLIAMS, fourth bishop and first archbishop of Boston, was born in that city April 27, 1822. His early education was received in the public schools of Boston, and his classical and ecclesiastical studies were made at Montreal and at St. Sulpice, Paris. He was ordained priest by Bishop Fenwick, in 1843, and immediately entered upon the work of assisting in the care of the spiritual needs of the Catholics of the city and diocese, being stationed at first at the Cathedral, which was then, and up to 1860, on Franklin Street. In 1852 Father Williams took charge of the chapel on Beach Street, where were first gathered together, two years before, the Catholic residents of that quarter of the city. During the three years he ministered to this congregation it increased so in numbers as to outgrow the capacity of the chapel and to demand a commodious church, its wants in this direction being met by the erection of the first church of St. James, on the corner of Albany and Harvard streets, Boston, the site of which is now occupied by the Boston and Albany Railroad. On Jan. 20, 1855, he became rector of the Cathedral and filled this important office until 1857, when he was assigned to the Church of St. James, the charge to the early growth and development of which he had contributed so much. He was vicar-general during the last years of the life of Bishop Fitzpatrick, was administrator of the diocese during the latter's extended visit to Europe in search of health, and, Jan. 19, 1866, was appointed coadjutor with right of succession, being named Bishop of Tripoli *in partibus in fidelium*. Bishop Fitzpatrick died Feb. 13, 1866, and his successor was consecrated bishop of Boston, March 11, 1866. In 1875 Boston was elevated to the dignity of a metropolitan see, and on May 2, of that year, Bishop Williams received the pallium of an archbishop, the ceremony of conferring the same being performed by the late Cardinal McCloskey. The work of the church in Boston has fruitified abundantly under the administration of Archbishop Williams; the Catholic population has grown and new churches have arisen to accommodate the growth. The very year that witnessed the elevation of Boston into an archbishopric also witnessed the dedication of the new Cathedral which was solemnly devoted to Catholic worship Dec. 8, 1875. This marked the practical completion of one of the crowning labors of the archbishop's life, and the imposing edifice will always be a monument to his zeal, and an honor to his people and to the city. He has introduced into his archdiocese the Sisters of the Good Shepherd and Little Sisters of the Poor, and the Redemptorist and Oblate Fathers, while he has greatly advanced the interests of the benevolent institutions under his care. Next to the building of the Cathedral, as an evidence of what he has accomplished, stands St. John's Diocesan Seminary at Brighton, conducted by the Sulpician Fathers for the preparation of candidates for the priesthood, and which will always honor the memory of its distinguished founder and Boston's present zealous archbishop.

JOHN JOSEPH WILLIAMS.

TWENTY-THREE years of reform and new construction in Harvard University have been fruitful in educational improvements for the whole country. To Charles William Eliot, its present president, is due a part of the credit for the best two decades of the university. President Eliot, the son of Samuel Atkins Eliot, a former mayor of Boston and a former treasurer of Harvard University, was born in Boston, March 20, 1834, was fitted for college at the Public Latin School, and was graduated at Harvard in 1853. He was a pupil of Professor Benjamin Peirce in mathematics, and of Professor Josiah P. Cooke in chemistry. In 1854 he was appointed tutor in mathematics in Harvard College, and in 1858 assistant professor of mathematics and chemistry. In 1861 he was placed in charge of the chemical department of the Lawrence Scientific School. His appointment expiring by limitation in 1863, he spent the years 1863–65 in Europe in the study of advanced chemistry and in the examination of systems of public instruction in France, Germany, and England, and on his return was appointed professor of analytical chemistry in the Massachusetts Institute of Technology, then first organized as a technical school. At commencement, 1868, he was chosen by the alumni of Harvard College a member of the Board of Overseers. In 1868 Rev. Dr. Thomas Hill resigned the presidency of Harvard University, and in 1869 Mr. Eliot was chosen to the office against a vigorous opposition in the Board of Overseers. The most notable change in Harvard College since his advent is that the elective system has completely supplanted the old-time curriculum. In the professional departments of the university the standards of admission and graduation have been much advanced. The Graduate School in Arts and Sciences has been created. In 1869 there were in all departments one thousand and fifty students; in 1892, two thousand, nine hundred and sixty-eight, beside about five hundred in the summer courses. The number of professors and other instructors has proportionately increased. In 1868–69 the gross income proper (apart from gifts and bequests) was $325,846.21; in 1890–91 it was $966,026.50. President Eliot received the degree of LL. D. from Williams and Princeton in 1869, and from Yale in 1870. He is a Fellow of the American Philosophical Society, the American Academy of Arts and Sciences, and the Massachusetts Historical Society. Many occasional addresses have been given by him, notably those at the first commencement of Smith College, at the inauguration of Daniel C. Gilman as president of Johns Hopkins University, at the opening of the American Museum of Natural History of New York, and before the Phi Beta Kappa Society in Cambridge in 1888. His brief remarks at the Museum were described by Professor Youmans as "having summed up in a few lines the greatest characteristics of modern sciences." President Eliot is a frequent speaker at educational gatherings and before literary clubs, and is always a welcome guest at university dinners. His published works are widely read.

CHARLES W. ELIOT.

WILLIAMS COLLEGE, one of the leading educational institutions of the State and country and the alma mater of men prominent in the history of the nation, is located at Williamstown, the most northwestern town in the State. The college was founded by Colonel Ephraim Williams, who fell in battle at Lake George in 1755, and was chartered in 1793. The institution has grown very rapidly during the administration of President Carter, and last year had 354 students enrolled against 227 in 1881, while the whole number of graduates is nearly 3,500. The invested funds of the college now amount to $835,954, and the annual income is $81,128. The total financial gain since President Carter assumed control is $1,000,000, of which nearly $500,000 is in buildings and land. Franklin Carter, the son of Preserve Wood and Ruth Wells (Holmes) Carter, was born at Waterbury, Ct., Sept. 30, 1837. He was married to Sarah Leavenworth, daughter of Charles Denison Kingsbury, Feb. 24, 1863, and four children have been born to them. A boarding school furnished the beginning of President Carter's education, followed later by a course of study at Phillips Academy, Andover, whence he graduated as valedictorian of his class. He entered Yale the same year, 1855, but after remaining two years was compelled to leave on account of ill health. He travelled for three years and entered Williams College in 1860, graduating two years later. He was appointed professor of Latin and French in 1863, but travelled in Europe for eighteen months before entering upon his duties. In 1872 he was chosen to the chair of German literature at Yale, and occupied the position for nine years, or until he was elected president of Williams College, in 1881. In 1883 President Carter also assumed the duties of a professorship in theology. Several colleges have honored him by granting him degrees. He received the degree of A. B. from Williams, 1862; A. M. from Dickinson, 1863, Williams, 1865, Yale, 1874; Ph. D. from Williams, 1877, and LL. D. from Union, 1881. President Carter has also done considerable work, other than that connected with the colleges, with which he has been associated. He was president of the Gospel Union at New Haven for three years, and chairman of the International Committee of Work for Boys; is a trustee of Andover Theological Seminary and of Clarke Institution for Deaf Mutes at Northampton, and Fellow of the American Academy. He was also president of the Modern Language Association of America from 1884 to 1886. Dr. Carter has also found time to add not a little to the world of literature, although almost all of it has been done for the magazines. Among his articles are "The New Translations of Laocoon," "Mr. Lettsom's Version of the Middle German Epic," "Recent Faust Literature," "Science and Poetry," "Bayard Taylor, Posthumous Books," "The College as Distinguished from the University," "Iphigenie auf Tauris," "A Biography of Mark Hopkins," "Sketch of the Character of Dr. E. S. Bell," "Two German Scholars on one of Goethe's Masquerades."

FRANKLIN CARTER.

AMHERST COLLEGE, which ranks next to Yale and Harvard among the colleges of New England, was established in 1821 and chartered four years later. It has sixteen buildings, besides the ten fraternity houses for students' use; a library of sixty thousand volumes, fine laboratories and collections, and a gymnasium with an athletic field; three hundred and ninety students and thirty professors. Among its prominent graduates in the ministry have been Henry Ward Beecher, Richard Salter Storrs, Roswell D. Hitchcock, and Charles H. Parkhurst. Merrill Edward Gates, Ph. D., LL. D., L. H. D., the sixth president of Amherst College, was born at Warsaw, N. Y., April 6, 1848. His father was Hon. Seth M. Gates, a noted anti-slavery member of Congress from 1837 to 1841; while his mother was a descendant of Rev. Jonathan Edwards, the celebrated New England divine. President Gates was married to Mary C. Bishop, daughter of Hon. William S. Bishop, of Rochester, N. Y., in 1873. They have three children. President Gates was graduated from the University of Rochester in 1870, winning highest honors in mathematics, Latin and Greek, and the senior English essay, with honorable mention in French and German. His standing was the highest which had ever been attained at the university. On graduation he became principal of the famous old Albany Academy, and under his management the attendance increased from seventy to over three hundred. In 1872, and again in 1886, he spent some time in England; and in 1878–1879 he travelled on the Continent and in the Levant for a year. He was president of Rutgers College, at New Brunswick, N. J., from 1882 to 1890. His work in this field was remarkably successful. The course of study was enriched, the number of students was nearly doubled, the number of professors was increased from fourteen to twenty-three, the income of the college was doubled, new buildings were erected, and the public school system of the State was permanently connected with the State College, the scientific school of Rutgers. President Gates was also largely instrumental in securing the passage of the Ballot Reform Law. In July, 1890, he was elected to the presidency of Oberlin College. While considering this election, he was chosen president of Amherst. The same ability to inspire and direct educational work characterizes his administration at Amherst. The college is already feeling the effect of his presence in the standard of work maintained, in increased endowments, new buildings and greater attendance. Among other improvements are the revision of the curriculum, the engagement of several new and strong professors, instead of tutors, the opening of a thoroughly liberal course in natural science, etc. President Gates is in constant demand as a speaker; as a writer he contributes occasional articles to the magazines and reviews on literary subjects. He is chairman of the United States Board of Indian Commissioners, president of the Mohonk Conference on Indian Affairs, and president of the American Missionary Association.

MERRILL E. GATES.

ON one of the most sightly spots about Boston, in the newly born city of Medford, is Tufts College, which, under the management of President Elmer Hewitt Capen, has made for itself a place among the leading institutions of learning in the country. It was opened in 1854. Rev. Hosea Ballou, 2d, D. D., was the first president, and for over twelve years Rev. Dr. A. A. Miner was at its head. It is well endowed, enjoying the revenue of about one million and a quarter of dollars, and has upwards of fifty-three scholarships. President Capen was born April 5, 1838, in Stoughton, Norfolk County, Mass. He was the son of Samuel (2d) and Almira (Paul) Capen. After a preparatory course of study at the Pierce Academy, Middleboro, Mass., and at the Green Mountain Liberal Institute, Woodstock, Vt., he entered Tufts College in 1856 and graduated in 1860. In his senior year at college, he was elected to represent Stoughton in the lower House of the Massachusetts Legislature, where he was the youngest member of that body. A year at the Harvard Law School followed his graduation from Tufts, and after completing his legal studies in the office of Thomas S. Harlow in Boston, he was admitted to the bar in 1863. Mr. Capen immediately began the practice of law. The natural bent of his mind, however, was rather toward theology, and he became interested in religious activities. After a year's practice at the bar, he exchanged law for divinity and took a course in theology under Rev. Dr. Chambré. Ordained to the ministry, Oct. 5, 1865, he was called to the pastorate of the Independent Christian Church at Gloucester, Mass., which was founded in 1774 by Rev. John Murray. Mr. Capen remained with the Gloucester church four years, and then accepted a call to a Universalist Society at St. Paul, Minn., where he stayed one year. In 1870, he became pastor of the First Universalist Church at Providence, R. I. From this pastorate he was called, in 1875, to the presidency of Tufts College, and was inaugurated June 2d of that year. His management of the college has been signally successful in various directions. Endowments and buildings have been added, and the number of students has constantly increased. Since 1876, President Capen has been a trustee of the Universalist General Convention. He received the honorary degree of doctor of divinity from the St. Lawrence University of New York in 1877. Since 1886 he has been president of the Law and Order League of Massachusetts. He is president of the Commission on Admission Examinations, a body created by the New England colleges, to secure and promote uniformity in the requirements for admission, and in 1888 Governor Ames appointed him as member of the State Board of Education. President Capen takes a deep interest in the political affairs of State and nation, and in 1889 he was prominent among those suggested for the Republican nomination for governor. He has been twice married, the first time to Letitia H. Mussey, of New London, Conn., and in February, 1877, to Mary L., daughter of Oliver Edwards, of Brookline, Mass.

ELMER. H. CAPEN.

BOSTON UNIVERSITY, with its seven faculties and more than a thousand students, occupies a most honorable position among the great institutions of learning in America. Founded in 1869,—though its theological department, the oldest Methodist Episcopal Divinity School in this country, was established in 1839,—its growth has been phenomenally rapid. The university comprises a College of Liberal Arts, a School of Law, a College of Agriculture, a School of Medicine, and a School of All Sciences. Its president, William Fairfield Warren, is not only one of the profoundest theologians and most original philosophical and pedagogical thinkers, but he is also one of the most versatile authors of the day. He was born at Williamsburg, Mass., March 13, 1833, the son of Mather and Anne M. Warren. Graduated from Wesleyan University in 1853, he was, in 1855–56, in charge of a church in Andover, and from 1856 to 1858 studied in Berlin, Halle, and Rome. He travelled in Greece, Egypt and Palestine, residing abroad, at different times, more than seven years. From 1861 to 1866, he was professor of systematic theology in the Missionsanstalt, Bremen, Germany; from 1866 to 1873, acting president of Boston Theological Seminary. In the latter year he became first president of Boston University, professor of the history of religions, comparative theology, and the philosophy of religion, which position he has held to the present time. His writings have been numerous. Six were written and published in the German language.

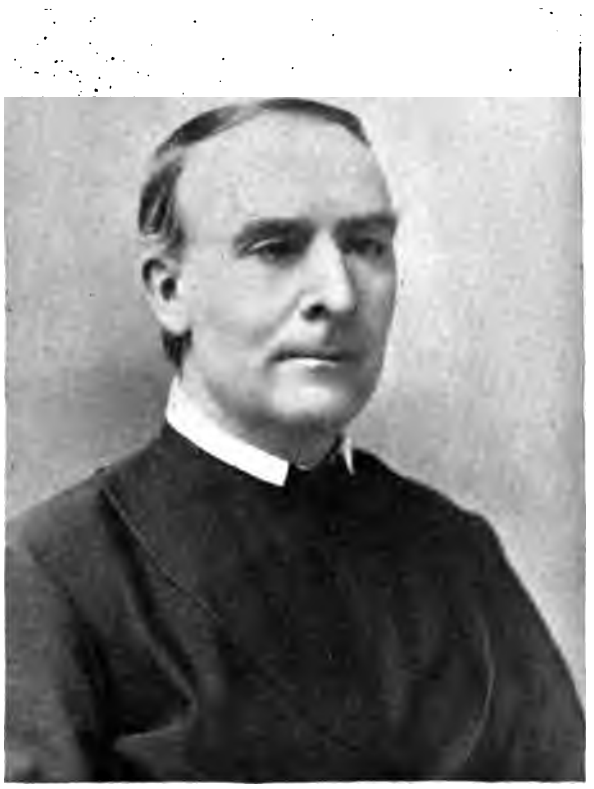
WILLIAM F. WARREN.

Of these the more important were: "Anfangsgruende der Logik" (1863); "Einleitung in die systematische Theologie" (1865); and "Versuch einer neuen encyklopædischen Einrichtung und Darstellung der theologischen Wissenschaften" (1867). The following are some of his essays and addresses: "De Reprobatione" (1867); "Systems of Ministerial Education" (1872); "The Christian Consciousness" (1872); "American Infidelity" (1874); "The Taxation of Colleges, Churches, and Hospitals; Tax Exemption the Road to Tax Abolition" (1876); "The Gateways to the Learned Professions" (1877); "Review of Twenty Arguments Employed in Opposition to the Opening of the Boston Latin School to Girls" (1877); "The Liberation of Learning in England" (1878); "Joint and Disjoint Education in the Public Schools" (1879); "Hopeful Symptoms in Medical Education" (1880); "New England Theology" (1881); "True Key to Ancient Cosmology and Mythical Geography" (1882); "Homer's Abode of the Dead" (1883); "All Roads Lead to Thule" (1886); "The Quest of the Perfect Religion" (1887); "The True Celebration of the Four Hundredth Anniversary of the Discovery of America by Columbus" (1888); "The Cry of the Soul, a Baccalaureate Address" (1888); "The Gates of Sunrise in Babylonian and Egyptian Mythology" (1889); "Giordano Bruno and Liberty" (1890); "The Mastery of Destiny" (1892). His other works are numerous. President Warren married, in 1861, Harriet M. Merrick.

REV. MICHAEL A. O'KANE, S. J., president of the College of the Holy Cross, was born in County Clare, Ireland, July 12, 1849. When he was but three months old his parents came to America and settled in Spencer, Mass., where he received his early education. After passing through the public schools, including the High School of Spencer, he entered Holy Cross College in 1865, the year of its formal incorporation. In the third year of his college course, July, 1867, Michael O'Kane became a member of the Society of Jesus, and left Holy Cross to pursue the philosophical and theological studies required by the order, at Woodstock College, Md. Here he spent nine years, and on completing his course, in 1876, was made professor of classics in Georgetown College. He remained at Georgetown six years, holding in turn the professorships of classics and of philosophy. Then for four years he was prefect of studies at Georgetown, and for two years vice-president of the college. In August, 1887, he was made rector and master of novices in the Novitiate at Frederick, Md., the home of the Jesuits. This position he held for two years, and then, in 1889, was transferred to Worcester to become president of the College of the Holy Cross. The college was founded by Bishop Fenwick in 1843, and was incorporated in 1865. It provides a classical and scientific education for youth of the Catholic church. For a number of years after its establishment, degrees were conferred on its graduates by Georgetown College, the State of Massachusetts refusing it a charter. In 1865, largely by the influence of Governor Andrew and Hon. Alexander H. Bullock, a charter was obtained. Father O'Kane found the college with about two hundred and twenty pupils, and in the three years of his administration has seen it grow to over three hundred, and so cramped for room as to be forced to refuse admission to many applicants. Under its original regulations the college received pupils as young as eight years, but this has been changed from time to time, and Father O'Kane has recently raised the age of entrance to fourteen. The college has grown in resources as well as in numbers under Father O'Kane's management. The estate, which includes a well cultivated farm of one hundred and seventy-six acres, in addition to its pleasure grounds and buildings, has been greatly improved. A large addition to the main building is now in process of construction, larger in fact than the old structure. The space thus acquired will be used to relieve the present cramped quarters. In the basement will be a finely equipped gymnasium with a swimming tank. The main floors will be used for the scientific department, for class rooms, library and museum, and the upper floor with its ten thousand feet of surface will be cut up into dormitories. Like most college presidents of the present day, Father O'Kane devotes his time to the administration of the great interests committed to his charge, rather than to individual teaching. He is greatly beloved by the students, and is equally popular among the parishes of the vicinity.

MICHAEL A. O'KANE.

REV. EDWARD IGNATIUS DEVITT, S. J., the eighth president of Boston College, was born on Dec. 13, 1841. He received his early education in the public schools of his native city, Boston, being a Franklin medal scholar from the Eliot School for the year 1854. After graduating from the English High School he entered the College of the Holy Cross, at Worcester, Mass. After devoting several years to the study of Latin and Greek, he left the college without being graduated, and entered the Society of Jesus in 1859. He spent the customary two years on probation at Frederick City, Md., and then devoted himself to a further study of the classics. From 1863 to 1869, he taught at Gonzaga College, at Washington, D. C. The next seven years of his life were spent at the College of the Sacred Heart at Woodstock, Md., three of which he devoted to the study of philosophy and four to the study of theology. He was ordained in 1875 by Most Rev. James R. Bayley, archbishop of Baltimore. Having now completed the regular course of studies required by the institute of the society, he returned to Holy Cross College as professor of rhetoric. The next year he lectured on philosophy in the same institution, and in 1879 he was appointed to the chair of philosophy at the College of the Sacred Heart, at Woodstock, where he himself had studied, and where even at the present time the Jesuits congregate from all parts of the United States to finish their studies. Here he remained four years. The two succeeding years were spent at Georgetown University, where he also lectured on philosophy. He then returned to Woodstock to occupy the chair of theology, left vacant by the elevation of the famous Father Mazzella to the rank of cardinal. In 1888 he again returned to the College of the Holy Cross, as professor of philosophy, and in January, 1891, he was appointed president of Boston College to succeed the Rev. Robert Fulton, S. J. The past two years of the Rev. Father Devitt's life have been so closely connected with Boston College that it seems only fitting to say a word of that famous institution. It was founded in 1863, but opened its doors for the first time in September, 1864. The Rev. Father Bapst was its first president. The school opened with about forty pupils, but soon began to grow. During the administration of the Rev. Father Fulton, who was appointed to the presidency in 1870, the growth was very rapid, and in 1877 the first class was graduated. Every year has marked a large increase in the number of students. At present there are three hundred and sixty in actual attendance. This is an increase of fifty over last year. The institution stands in the first rank among Catholic colleges. Nearly all the younger clergymen of the archdiocese of Boston are graduates of this college, and many of its alumni occupy prominent positions in professional and political life. Father Devitt has successfully devoted himself to the maintenance of the old standard in the study of the ancient languages, and has set about bringing the course of mathematics up to the required standard.



EDWARD I DEVITT.

THE Massachusetts Agricultural College was incorporated in 1863, under an act passed by the Legislature that same year, by which the State accepted the national grant of three hundred and sixty thousand acres of land donated for that purpose. On May 24, 1864, the town of Amherst, having offered superior inducements, was selected by the trustees as the location of the new institution. To secure the college, the town pledged itself to give $75,000 toward the erection of the buildings, and also to provide a site at a favorable figure. The site embraced about three hundred and eighty-four acres, and the original cost of land and buildings was $43,000. The object of the college is to give a practical and liberal education in each department, and instruction, both theoretical and practical, is given in agriculture, horticulture, and also in military tactics, besides the regular class-room work. Graduates of the college receive the degree of bachelor of science. Henry Hill Goodell, president of the college and the director of its one hundred and eighty students, was born at Constantinople, Turkey, May 20, 1839, his parents being Rev. William and Abigail Perkins (Davis) Goodell. He prepared for college at Williston Seminary, graduating in 1858. Four years later he graduated from Amherst. His alma mater conferred upon him the degree of master of arts in 1865, and doctor of laws in 1890. Immediately after his graduation he enlisted in the Union army, and was commissioned a second lieutenant of the Twenty-Fifth Connecticut Volunteers, Aug. 16, 1862, and in April of the following year he was promoted to a first lieutenancy at the battle of Irish Bend. He was subsequently appointed an aide on the staff of Col. G. P. Bissell of the Third Brigade, fourth division of the Nineteenth Army Corps. During his term of service he was engaged in the battles of Irish Bend, Vermilion, the first expedition to Port Hudson, siege of Port Hudson, Têche campaign and Donaldsonville, and was one of the volunteers in the "forlorn hope" called for by General Banks. Returning from the war, he was from 1864 to 1867 an instructor at Williston Seminary, resigning to take the chair of modern languages and English literature at the Massachusetts Agricultural College, which position he held until 1886, when he was unanimously chosen to the presidency of the institution. President Goodell has shown himself to be peculiarly well fitted for the position which he occupies, and it may be said, without reflection upon the ability of his predecessors in office, that much of the success of the college has been the result of his well-directed effort. His central idea has been to broaden the sphere of the college, and the ever-increasing enrolment attests his success. President Goodell was elected a director of the Hatch Agricultural Experiment Station of the Massachusetts Agricultural College in 1888. He was also a representative in the Legislature of 1885 and 1886. President Goodell was married, Dec. 10, 1873, to Helen E., daughter of John and Sophia (Cook) Stanton, of New Orleans, La. They have two sons.

HENRY H. GOODELL.

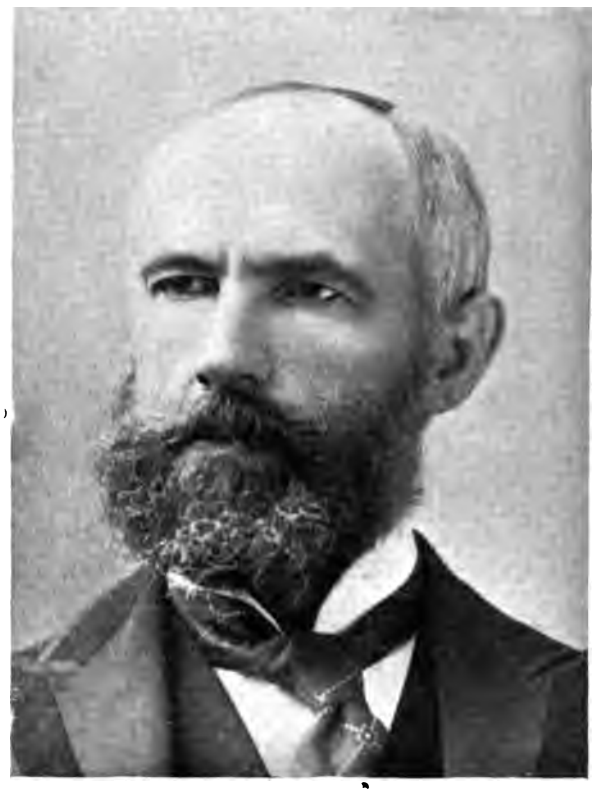
WELLESLEY COLLEGE, of which Helen A. Shafer is the third and present president, has a strong claim upon the affections of the women, not only of Massachusetts, but of the whole of America. It has long since more than realized the splendid dream of its founder, Henry F. Durant, and has settled the question once and forever as to whether it is well for women to go to college. Half a century ago, it could be said with truth that "female education is particularly interesting because it is a perfectly untried experiment," but the existence of such splendid institutions of learning for women as Wellesley has wiped that reproach from the face of history. The college of which Miss Shafer is the head became a factor in our civilization when the cornerstone was laid Sept. 14, 1871. The founder's ideas were entirely unconventional. He stipulated that men and women should constitute the Board of Trustees, but that women should constitute the faculty. The most radical departure from the conventional rut lies in the fact that there is no marking system indicating class rank and honors, the idea being that knowledge should be acquired for itself alone. It is also part of the original platform of Wellesley that the Bible should be recognized as the foundation of all learning. Helen A. Shafer is a native of New Jersey. She graduated at Oberlin College in 1863. From 1865 to 1875 she had charge of the mathematical instruction in the Central High School at St. Louis, Mo. From 1877 till her election to the presidency at Wellesley, she was the professor of mathematics at the latter institution. In 1878 she took the degree of master of arts at Oberlin. Her work in mathematics at St. Louis brought Miss Shafer national renown, and was highly commended by Dr. William T. Harris, the eminent educator. As president of the college, Miss Shafer's executive ability has proved no less remarkable than her mathematical attainments, and is attested in the character of the institution over which she presides. Holding to the Wellesley idea that the college should allow a wide range of elective studies, President Shafer has steadily advanced its intellectual and ethical progress. She is, however, a firm believer in the importance of classical and mathematical training. The system at Wellesley is a judicious mingling of what is good in the systems obtaining both in the old and the new world. Prominence is given to instruction by means both of lectures and recitations. President Shafer is fortunate in guiding the destinies of the college at a time when all the desires and predictions of its founder are in process of fulfilment, a condition that is as rare as it is satisfactory. Wellesley is happy in the possession of both an art school and a conservatory of music. The conservatory has arrangements for forty pianos and a pipe organ, with a recital hall for choral classes. The college library contains the entire private library of Mr. Durant, which contained a portion of the famous Rufus Choate collection. It has also been enriched by an endowment from the late Prof. Eben Norton Horsford.

HELEN A. SHAFER.

REV. DR. LAURENUS CLARK SEELYE, president of Smith College at Northampton and a prominent educator, was born in the town of Bethel, Fairfield County, Conn., Sept. 20, 1837, his parents being Seth and Abigail (Taylor) Seelye. During his boyhood he studied in the public and private schools, taking a preparatory course for admission to Union College, which he entered in 1853. He was graduated four years later, but remained to take a postgraduate course, which he finished in a year. He then entered Andover Theological Seminary and studied for two years in the junior and middle classes. Leaving Andover, he went to Europe, and for nearly three years travelled on the continent and in Egypt and Palestine. While abroad he spent one winter in the University of Berlin, and one summer in the University of Heidelberg, after which he returned to his native land. In 1863 he was ordained and installed as pastor of the North Congregational Church in Springfield, one of the largest and most representative churches in the city, and remained in this position for two years, or until 1865, when he was called to the chair of rhetoric and English literature at Amherst College, of which his brother, Julius Hawley Seelye, was president at a later date. That position Rev. Dr. Seelye occupied until 1873, when he was unanimously chosen as the first president of Smith College, an institution for the higher education of women, which was chartered in 1871 and located at Northampton. It is on account of his connection with this college, of which he is still the head, that he is best and most widely known, although he was generally recognized as an able and progressive teacher when a member of the faculty at Amherst. His present field, however, has given him a broader scope for his abilities, and he has ever been alert to grasp every opportunity, when offered, or to make one, when missing. The first college building was dedicated in July, 1875, with appropriate addresses by Governor Gaston, Professor W. S. Tyler, D. D., LL. D., President Seelye, and Rev. Dr. A. P. Peabody. The college was opened for the reception of pupils in the following September, and under the able administration of its president the number of pupils has grown from fourteen to seven hundred, while it has happened more than once, in the last few years, that the demand for admission has taxed the institution to its utmost. He has in truth followed the wish of the founder, that the college should grant a degree as high as that of any college or university in the country, and Smith College stands to-day the peer of the highest. With his other duties he has also found time to write some articles on Celtic literature that were published in Putnam's and Scribner's magazines, besides several addresses upon educational themes. He married Henrietta, daughter of Lyman and Harriet Chapin, of Albany, N. Y., in November, 1863, and they have six children living. Both in the educational and the theological work of his life, President Seelye has shown evidences of wide culture, his mind having been broadened by extensive travel and profound research.

LAURENUS CLARK SEELYE.

GRANVILLE STANLEY HALL, president of Clark University, is the son of Granville Bascom and Abby Beals Hall, and was born in Ashfield, Mass., in 1846. He prepared for college at Sanderson Academy in Ashfield and at Willeston Seminary, Easthampton, and then entered Williams College, where he was graduated in the class of 1867. After five years of study in European universities, he began his career as a teacher at Antioch College, Ohio. He went from Antioch to Harvard, where he was instructor in English until 1877. He then went to Johns Hopkins University at Baltimore, and held the professorship of psychology there when called to the presidency of Clark University in Worcester. While in Baltimore he founded the American Journal of Psychology in 1887, of which he still continues to be the editor. When Jonas G. Clark conceived the idea of establishing an institution for advanced study and individual research, and called to his assistance the gentlemen who formed the board of trustees, the unanimous choice of Dr. Hall as president of the new university was commended by the educational world. Dr. Hall accepted the position in 1888, and spent the next ten months in the study of the educational systems of Europe. The result of his investigations was embodied in the courses of Clark University, which was opened in 1889. The institution fills a unique position as an educational institution, supplying opportunities for research in abstract science such as no other institution in the world gives. Its methods are largely the creation of Dr. Hall, and have been directed by him from the start. Dr. Hall received the degree of master of arts at Williams College in 1870; that of doctor of philosophy at Harvard in 1878; that of doctor of laws at the University of Michigan in 1888, and again at Williams in 1889. Since his incumbency of the presidency of Clark University, Dr. Hall has inaugurated the Pedagogical Seminary, the first number of which appeared in 1891. He continues to be its editor. Dr. Hall is a frequent contributor to scientific publications, and has published a number of extended works in his department of psychology. Among his publications are: "The Perception of Color," in the Proceedings of the American Academy of Arts and Sciences; "Hegel: His Followers and Critics," in Journal of Speculative Philosophy; "Children's Lies" and "Dermal Sensitiveness to Gradual Pressure Changes," in American Journal of Psychology; "A Sand Pile," in Scribner's; "Laura Bridgman," "The Muscular Perception of Space," "Reaction, Time and Attention in the Hypnotic State," "Studies of Rhythm," in Mind; "Contents of Children's Minds," "Moral and Religious Training of Children," and "The Education of the Will;" "Philosophy in the United States;" "New Departure in Education." More extended publications in book form are: "Aspects of German Culture," "Methods of Teaching History," "How to Teach Reading, and What to Read in Schools." Dr. Hall married in Berlin, in 1880, Cornelia, daughter of James and Julia Fisher. Mrs. Hall died in 1890, leaving one son.



GRANVILLE STANLEY HALL.

SAMUEL DALTON, adjutant-general of the State of Massachusetts, is a veteran soldier who entered the service at a time when men were most needed by the country, and who has steadily advanced to a foremost place in the military life of the Commonwealth. He has always been interested in military matters, and was identified with the troops of the State before, during, and since the War of the Rebellion. He brought to the office he now holds, a knowledge and an experience which have been of great benefit to the military organization of Massachusetts, and which have given him a reputation second to none among the efficient adjutant-generals of the country. He was born at Salem, Essex County, June 25, 1840, his parents being Joseph A. and Mary Dalton. His father served during the Civil War as lieutenant-colonel of the Forty-ninth Massachusetts Infantry Volunteers, while his brother, J. Frank Dalton, served in the navy, and was subsequently commander of the Second Corps of Cadets of Salem. General Dalton's early education was received at the public schools of Salem, where he also attended the classical and high schools, from which he graduated in 1856. He then entered the establishment of his father, gaining an acquaintance with the leather business. He subsequently came to Boston as clerk in the house of Gore Brothers, and was afterwards engaged as salesman by E. B. Hull & Co. At a very early age he had a special interest in military work, and in 1858 enlisted in the Salem Cadets. He was a member of this organization at the outbreak of the war. In 1861 he enlisted in the Fourteenth Massachusetts Volunteers (afterwards known as the First Massachusetts Heavy Artillery), and was soon appointed sergeant. Feb. 15, 1862, he was commissioned second lieutenant, and on June 7 of the same year was promoted to a first lieutenancy, in which grade he was mustered out of the United States service, after a full term of three years. He then resumed business in Boston, under the firm name of Nichols & Dalton. April 6, 1866, he re-enlisted in the Salem Cadets as captain of his old company. In May, 1874, he was elected major of the corps, and in March, 1877, lieutenant-colonel. In 1881 Governor Long appointed him inspector of ordnance, with the rank of colonel, and in January, 1883, he was appointed to his present position, with rank as brigadier-general, by Goveror Butler. Governor Robinson advanced him to the rank of major-general. In addition to his responsible position of adjutant-general, which he has filled for ten years with such credit, he is also inspector-general, quartermaster-general, and paymaster-general. General Dalton was married in Salem, March 9, 1863, to Hannah F., daughter of W. F. and Abigail Nichols, of Salem. His family consists of a daughter and a son, Edith B. and R. Osborn Dalton. Under his direction the State militia has steadily increased in numbers and efficiency, and is now composed of two brigades and of two corps of cadets, unattached.

SAMUEL DALTON.

BRIGADIER-GENERAL BENJAMIN F. BRIDGES, commanding the First Brigade, Massachusetts Volunteer Militia, was born in Deerfield, Mass., April 30, 1836. He comes of a family noted for its mental and physical vigor. His boyhood years were passed in working on his father's farm and in attending school in the winter. His military career began at the age of fifteen, when he enlisted in the Tenth Massachusetts Infantry, in which he served until 1857. In November, 1871, Company H, Second Regiment Infantry, Massachusetts Volunteer Militia, was organized at South Deerfield, and Mr. Bridges received a commission as first lieutenant. March 15, 1875, he was elected captain; Aug. 3, 1876, promoted major; Jan. 25, 1879, elected lieutenant-colonel; in the following August, elected colonel, and Jan. 5, 1889, elected brigadier-general, commanding the First Brigade. General Bridges is a thorough disciplinarian, but popular alike with officers and men. He has done much to increase the efficiency and improve the soldierly qualities of the brigade. He had succeeded in raising the Second Regiment from a six-company to a twelve-company regiment, and under his administration the organization steadily improved, until it took a prominent position among the best regiments in the State service. The same ability has characterized his command of the brigade. In the military service, to which he has given so much time and in which he has had so long an experience, he is an indefatigable worker. In company with General Dalton he visited the Pennsylvania troops when they were encamped at Homestead in 1892, in order that the experience there gained might be utilized for the benefit of the Massachusetts militia. This visit was followed by important recommendations in General Bridges's annual report. His whole administration has been marked by great progress, each annual encampment showing decided improvement over the preceding one. The general, who is an able tactician, personally conducts the drills of his command in brigade movements. Returning to his civil career, it may be said that after leaving school, when about twenty years old, he went West, where he remained several years. On his return to Massachusetts, he entered mercantile life, associating himself, in 1868, with B. R. Hamilton in the manufacture of pocket-books at South Deerfield. As the financial manager of the firm of Hamilton & Bridges, he made the business a success. On withdrawing from that firm, he was the originator and head of the house of James B. Bridges & Co., of South Deerfield, the firm doing now an extensive business in flour and feed and farming implements. With his townspeople, neighbors, and friends, General Bridges is more than popular. He is the natural leader of any public-spirited work in the town which needs to be pushed to the front, and his purse is always open to the wants of the deserving poor. He was married, in 1859, to Hattie R. Eaton. She died many years ago. General Bridges was married to Miss Jennie E. Taylor, Jan. 8, 1866.

BENJAMIN F. BRIDGES.

BRIGADIER-GENERAL BENJAMIN F. PEACH, Jr., commanding the Second Brigade, Massachusetts Volunteer Militia, was born in Marblehead, Mass., in October, 1838, and was educated in the public schools of that town. At an early age he learned the business of shoe manufacture, residing in Marblehead until the outbreak of the Rebellion, and at its close locating in Lynn. He continued in the shoe business until 1879, when he was elected city treasurer and collector of taxes of Lynn. He was, in nearly every instance, unanimously re-elected for six successive years, retiring in August, 1885, to accept the appointment of United States pension agent, tendered him by President Cleveland. During his term of office he disbursed many millions of dollars to the pensioners of his district, to the satisfaction of the government and of the people. In 1889, he became assistant treasurer and assistant general manager of the Thomson-Houston Electric Company, and on its consolidation with the Edison General Electric Company, he was elected assistant treasurer of the consolidated organization, which is the largest electric company in the world. He still holds this position. He is also a member of the board of trustees of the Thomson-Houston Securities, and is connected with various electrical manufacturing, railway and lighting companies. General Peach is likewise trustee of one of the funds of the city of Lynn. He has been repeatedly urged to accept the nomination for Congress from his district, but has always declined the honor. He is a member of Post 5, G. A. R.; a companion of the first class of the Military Order of the Loyal Legion; a member of Mt. Carmel Lodge, F. and A. M., and a member of the Oxford Club of Lynn. Early in youth he became interested in the militia of the Commonwealth, and in 1854 enlisted in Company C, Fifth Regiment, which became in 1855 Company C, Sixth Regiment of Infantry, which company the following year was transferred to the Eighth Infantry. He was promoted sergeant in 1857, and first sergeant in May, 1858, which position he held in April, 1861, when he responded to the call of the President for troops. His company was the first to enter Faneuil Hall on the morning of the memorable 16th of April, 1861. In March, 1862, he was promoted first lieutenant; in September, 1862, adjutant; in February, 1863, detailed acting assistant adjutant-general, and in July, 1864, promoted colonel. After the expiration of his term of service he remained in command of the Eighth Regiment of Militia until February, 1882, when he was commissioned brigadier-general. General Peach is one of the most experienced officers in the State, a man of sound judgment, and one to be relied on with perfect confidence at all times. He is looked upon as a perfect soldier, and is very popular in his command and throughout the entire State force. Always exacting in the performance of duty, and yet ever watchful of the interests and welfare of his troops, he is an officer of the best type. General Peach was married in 1870 to Miss Adelaide L., daughter of Colonel F. J. Coffin, of Newburyport.

BENJAMIN F. PEACH.

THE NEW STATE HOUSE. (Side Elevation.)

# BOSTON

GREATNESS in cities in America is too often associated with prodigious commercial activity, miles of business blocks, fine new sixteen-story buildings, the ceaseless strife of toiling thousands, and other features of a "boom." Rome was not built in a day: nor has the greatness of any city of ancient or modern times been due to its mere material achievements, piled fast one upon another. In cities, as in men, there is a far higher and a nobler attribute of greatness, — the impress they make upon the thought, welfare, and progress of the nation of which they form a part. Athens was Greece, Rome was the Empire, London is England, Paris is France, and in a narrower but no less truthful sense, Boston is the United States. Her greatness is all her own; it never can be taken from her, never surpassed or imitated. New York might disappear in a night, and Chicago might sink into the waters of Lake Michigan, but another and a greater New York, and a new Chicago, bigger and more forceful, would rise, as if by magic, from the ruins. Boston, on the contrary, never could be replaced; she is of the nation, and the nation is of her.

A recent visitor, when asked with what he was most forcibly impressed in Boston, replied, first, the repose and the delightful domestic atmosphere with which the people, as a rule, are surrounded; second, the ability to enjoy themselves by the pursuit of some chosen object other than mere business; third, their pronounced susceptibility to new impressions. This observer had tasted the life of Boston in its true flavor, the life whose real spirit may be breathed only at the firesides, and which cultivates the perfection of man, woman, and child in all that pertains to advanced civilization. Those who have never breathed this rarefied atmosphere wonder whence comes the stimulus which by its example supplies the impetus to intellectual pursuits in all parts of the Union, which gives birth to an enlightened public opinion, whose voice never speaks except on the side of right and justice, and which keeps alive and spreads abroad the idea of nationality, whose message is patriotism and whose keynote is progress. The east wind, a codfish diet, and other innocent fictions of newspaper wags are habitually cited as contributing causes of the intellectual supremacy of the Boston people, but only those to the manner born, as it were, know how terribly earnest, and what largess of self-improvement accompanies it, is the pursuit of knowledge for its own sake! A kindred aim has opened up a vast field of study and discussion on all topics relating to religion and science, woman suffrage and socialism, speculative philosophy and political economy, spiritualism and psychic research, archæology and astrology, while literature, art, music, and architecture nowhere can claim devotees more ardent and scholarly. The innumerable clubs and societies, which constitute a feature of Boston life in all its relations, have for their motive the acquirement of truth, and that intelligent discussion without which truth never may be attained. Among the trades and professions, the dining clubs which meet on given days are unique in that the members listen to the reading of papers bearing upon various topics of interest to their callings. Naturally enough, therefore, the material man from another city, who views Boston only from the outside, or from the inside only to his utter discomfiture, is unable to grasp the full meaning of this current of intellectual enthusiasm, and when he gets home, gravely declares that Boston is "slow."

Yet in its commercial, as distinguished from its æsthetic, aspect, Boston still occupies relatively as prominent a position among the cities as she ever did. While it is true that other cities in certain directions are growing more rapidly, yet, in many instances, it is Boston brains and Boston capital and Boston methods which are responsible for their advancement. Chicago owes its remarkable rise to the enterprise of banking houses located within a stone's throw of the Old State House, — their capital built the great railroads which made the now robust

young municipality a possibility and supplied her, in the hour of her calamity in 1871, with the funds wherewith to rebuild her all but destroyed city. In other cities, both in the West and in the East, the Boston investor stands in the forefront in developing property and otherwise affording opportunities for commercial prosperity. By the showing of the clearing houses of the country, Boston stands second only to New York, the business transacted amounting to over five billion dollars a year. Life insurance, which began in America in Boston, fire insurance, publishing, of which there is none more excellent mechanically than that done here, and some of the largest and best equipped retail stores in the country, are other conspicuous features of the business life of the city. Here also are the business offices of hundreds of manufacturing industries whose products are made in mills and factories located throughout Massachusetts and in the contiguous States, but which are sold through Boston, and therefore belong in any computation of the city's commercial wealth. The value of the imports at the port of Boston in 1891 was over $70,000,000; that of the exports was $81,400,000.

BOSTON CITY HALL.

The latest figures relating to manufacturing and mechanical establishments in Boston are those of the State census of 1885, which gave the number of establishments as 5,199, and the total capital invested as $144,376,206. The increase since then has been steady and large, betokening a substantial growth.

STATUE OF LEIF ERICSON.

Boston's maritime commerce, which years ago led the entire country and carried the national flag into every foreign port of any consequence, fell away after the war, when capital sought the quicker and larger returns to be won in manufacturing, yet it is large enough to-day to rank Boston as the second port of entry in the United States. Steamships, most of them flying foreign flags, to be sure, the result of unfavorable legislation at Washington, leave her docks for England, Scotland, and France; and there are lines to Germany, Italy and the Mediterranean, Australia, China, and Japan. There are ten lines of steamers connecting Boston daily and semi-weekly with important points north and south on the Atlantic seaboard.

The intense love which Bostonians have for the historic landmarks, of which there are so many in the city, is manifested by the determination many times repeated, to keep these sacred institutions and localities intact. That Boston is still true to the traditions of its origin is evident from the reverence and affection shown for the Old State House, the Old South Church, the Old North Church, the Granary Burial-ground, and the other relics of "Old Boston." Of their history the youth of Boston never become weary. However, the "march of improvement" may be seen in any of the older parts of the city where the old-fashioned substantiality of last-century architecture contrasts forcibly with the loftier and more elaborate structure of the prevailing architectural types. These ancient buildings, together with the narrow and winding streets and the byways and isolated corners of the down-town districts, never will lose their interest for the true Bostonian.

The parks and the pleasure grounds, than which none are planned or conducted on a more intelligent system, enjoyed for their improvement and extension in the three years, 1889–90–91, the munificent sum of $2,433,555. The common schools and the high schools, with an enrolment in 1891 of over seventy-two thousand pupils between five and fifteen years of age, and supported by a fund of $2,120,546 raised by taxation, need no

encomiums passed upon them here; their high standard is a matter of common knowledge. The public institutions of the city for the sick, the infirm, and the blind; the comprehensive system of public and private charities, which handles the difficult problems in its peculiar field with a rare humanity and a wise discrimination; the noble work of education performed by the Public Library; the improved methods of sanitation and street cleaning, and the singular purity of the city government, against which no breath of scandal can be raised, all testify to the superior virtues of Boston as a well-regulated municipality, free from the evils so apt to creep into communities thickly settled. The notable improvement in transportation facilities, made in spite of obstacles placed in their way by the topography of the down-town district, reflects much credit upon the West End Street Railway Company, the extent of whose business may be judged from the company's showing for the year ending Sept. 30, 1892. From this it appeared that the number of passengers carried in twelve months was 126,201,781; the miles run numbered 17,498,660; the miles operated numbered 263 1-2, of which 148 were equipped with electricity; and the number of cars employed was 2,554, of which 1,028 were electric cars; the earnings were $6,317,205; the expenses, $4,477,783.

COLUMBUS STATUE.

The population of Boston, by the federal census of 1890, was 448,477, a gain since 1885 of 58,084; the total population of the city and its suburbs was 680,421, or 30.39 per cent of the entire population of the State. Of Boston's population 260,000 are American born, 70,000 Irish; 35,000 Canadian, 10,000 German, and 3,000 Italian. The aliens who arrived from transatlantic ports in the year ending Sept. 30, 1891, numbered 32,808; from the British Provinces, 21,983. Of the former 11,515 were Irish, 7,633 were English, 4,092 were Swedes, and 3,470 were Russians.

IN the hands of Nathan Matthews, Jr., have been entrusted, for three consecutive years, the municipal interests of Boston. For two years he has given the city such an administration as will, in many respects, serve as a standard for future mayors. A native of the city whose affairs he manages with such ability, he is a scion of sturdy Cape Cod stock. He was born March 28, 1854. Having obtained his preparatory education in public and private schools, he entered Harvard and graduated with mathematical honors in 1875. From Cambridge he went to the University of Leipsic for two years, devoting his attention chiefly to political economy and jurisprudence. Returning to Boston, he studied two years in the Harvard Law School, and in 1880 was admitted to the bar. For ten years he followed his profession with great success, his practice during the latter portion of that period being largely in the line of building cases and trusts. In equity cases he is an admitted authority. He has also contributed valuable articles on economical and financial questions to the leading reviews. In charge of large trust funds, he secured an enormous clientele, and there is probably no man in Boston better acquainted than he with real estate matters. By natural ability, no less than by long training, Mr. Matthews was eminently fitted to perform the duties of mayor, and his election in 1890 by a heavy majority meant to those who knew him that business principles of the soundest quality would govern his administration. His re-election in 1891, by the largest majority ever given to any candidate for political office in the city, showed that he had amply fulfilled the expectations that had been entertained of him. His second re-election in 1892, was a further indorsement of the reforms which he has introduced into the city government. In all the great questions which have agitated the public, as well as in all the details of administration, Mayor Matthews has shown himself the master of the situation. He has created and led public sentiment, not followed it. A public man of such force of character cannot help antagonizing some interests and individuals, but none of his opponents ever accused him of lacking either integrity or ability. He has done more than any other one man, excepting Governor Russell and General Collins, to broaden and strengthen the Democratic party in city and State. He was one of the original members of the Young Men's Democratic Club of Massachusetts; in 1888 he was a member of the Democratic State Committee; in 1889, chairman of the Democratic State Convention; in 1890, chairman of the executive committee of the Democratic State Committee; in 1892, delegate to the National Democratic Convention, where he was an ardent and influential worker in Cleveland's interests. He is a member of the American Statistical Society, of the New England Historic Genealogical Society, of the Boston Athletic Association, of the Union Boat Club, and of many other clubs and societies. In 1884 he married Miss Ellen B. Sargent. They have two children.

NATHAN MATTHEWS, JR.

THE Associated Board of Trade of Boston is probably the best representative body among business associations in this country. Founded upon a new idea, it has, during the few years of its existence, so demonstrated its practicability as to have become now the exemplar of the newer boards of trade throughout the country. The Boston Associated Board of Trade is not a promiscuous grouping of business men coming together as individuals, but is made up of delegates of the various regularly organized trade associations in the city, these representatives being duly elected by their various organizations, and attending the Associated Board of Trade meetings to speak and act, not only for themselves, but as voicing the wishes of the associations which send them. Thus, when the members of the Associated Board of Trade make a decision, their action is at once of importance in forming commercial and legislative opinion. When a man attains to the highest office in such an association, it can be said of him that he occupies an estimable place among business men. That position is now held by Jerome Jones, whose life is an instance of substantial mercantile success. He was born in Athol, Worcester County, Oct. 13, 1837. He is the youngest son of the late Theodore and Marcia (Estabrook) Jones, and grandson of Rev. Joseph Estabrook, the second minister of Athol, and a noted clergyman in his time. He was educated in Athol, and when a mere lad entered as a clerk the country store of Goddard & Ward, in Orange, Mass. In 1853, he was apprenticed to Otis Norcross & Co., of Boston, then the leading importers of crockery in the United States, and in 1861, when but twenty-three years of age, he was admitted as a partner. In 1865, Mr. Jones began as European buyer for the firm. When, in 1867, Otis Norcross was elected mayor of Boston, and retired from business, the firm name became Howland & Jones, and when, in 1871, Ichabod Howland died, the firm assumed its present form of Jones, McDuffee & Stratton. In June of the present year, Mr. Jones completed his thirty-ninth year of continuous service in the widely known house of which he is now the head. Mr. Jones is a Jeffersonian Democrat and an executive committeeman of the New England Tariff Reform League. He is a trustee of Mount Auburn Cemetery; director in the Third National Bank and the Massachusetts Loan and Trust Company; vice-president of the Home Savings Bank; member of the Boston Commercial Club, of the Unitarian Club, the Union Club, and commissioner of the Sinking Fund in Brookline. Mr. Jones is also an active member of that important commercial organization, the Boston Merchants' Association. He has been president of the Boston Earthenware Association, and of the Worcester Northwest Agricultural Society. Mr. Jones has been twice married. His first wife was Elizabeth R. Wait, of Greenfield. Mrs. Jones died July 10, 1878, leaving four children: Theodore, Elizabeth W., Marcia E., and Helen R. Jones. He was married the second time in February, 1881, to Mrs. Maria E. Dutton, of Boston. His residence is in Brookline.

JEROME JONES.

THE president of the Boston Chamber of Commerce, until he declined a re-election in October, 1892, was L. G. Burnham. The career of Mr. Burnham is replete with interest. At the call of the country in 1861, he left school (being then in his eighteenth year) and enlisted in Company E of the Forty-eighth Regiment, Massachusetts Volunteer Militia. Here he served with credit until the term of his company expired. Later he served in Company F, Third Massachusetts Regiment, until it was disbanded at the close of the war. He was next appointed captain and brigade quartermaster on the staff of General Isaac S. Burrell, Massachusetts First Brigade. Still later he was appointed captain and provost marshal on the staff of Brigadier-General Hobart Moore, in which capacity he served five years. He was afterwards elected captain of Troop D, First Battalion Cavalry, resigning after two years' service. If Mr. Burnham as a young man became a soldier from a sense of duty, he is to-day a business man from predilection and because his natural gifts fit him for commercial life. His business career commenced in 1865, when he entered the service of Batchelder Brothers as clerk. He remained here, working his way up through various positions until 1868, when he entered into partnership with Charles F. Newell, under the firm name of Newell & Burnham, succeeding to the coal business of William Wood & Co., of No. 132 Charles Street. This partnership continued until 1871, when, Mr. Newell retiring, the firm assumed its present name of L. G. Burnham & Co. Mr. Burnham lends material business aid towards keeping Boston warm in winter, his firm supplying more coal than any other retail house in the State. Mr. Burnham was born in the town and county of Essex, Massachusetts, on Aug. 5, 1844. He is the son of Washington and Mary B. Burnham. As a boy he attended the district schools and afterwards the Putnam High School at Newburyport. It was while attending the latter that the note of the war was sounded, and he enlisted as a boy soldier. Mr. Burnham was formerly president of the Boston Board of Trade. He is a director in various banks, and is interested in many social, business, and charitable organizations. In politics he is a consistent Republican. He was married in 1881 to Miss May A. Wood, of Lowell, Mass. Mr. Burnham resides in Boston, but owns a pleasant farm in Essex, which he makes his home during part of the summer season. He is quiet and business-like in his demeanor, coming as he does of sterling New England stock. In the histories of Essex and of Essex County, the name of Burnham finds an honored place, and the family record has no more creditable career than that of the ex-president of Boston's Chamber of Commerce. In 1892 he was elected president of the Boston Associated Board of Trade. His place among the business men of Boston is an enviable one, and has not been attained without long and patient endeavor and a strict adherence to those principles of commercial integrity that animate the best element among Boston merchants.

L. G. BURNHAM.

ONE of the first trade organizations formed in Boston for the purpose of bringing together, in a social way, men in the same line of business, and thus promoting a spirit of solidarity, was the Paint and Oil Club, of New England, which was organized in 1884. Among the most active of its founders was John D. Morton, who served as its president during the years 1886 and 1887. From this club have come other clubs of the same kind in most of the large cities of the United States, and, later on, the National Paint, Oil, and Varnish Association, in the formation of which Mr. Morton took an active part, being one of the New England club delegates that brought about its organization. Following the Paint and Oil Club, other organizations of a similar nature arose, making possible the formation of the Boston Associated Board of Trade, composed of regularly chosen delegates from twenty trade organizations in the city, thus being perfectly representative of all the city's business interests. In the creation of the Board of Trade, Mr. Morton was a leading spirit, being the one who first suggested the idea of forming such an association. He called the first meeting, which resulted in its organization, served as its first vice-president, and as chairman of its committee on postal affairs, and helped perhaps more than any other person to secure improved mail service between Boston and New York. Mr. Morton was born in Athol, Mass., Oct. 3, 1830, the son of Jeremiah and Olive (Morse) Morton. His great-grandfather, Richard Morton, came from Hadley, Mass., and was one of the first seven settlers of Athol. Mr. Morton left school at fifteen years of age and entered a country store in the adjoining town of Royalston, where he remained for three years, after which he spent a year in school. Then for three years he was in a country store in what is now the town of Putnam, Conn. He came to Boston in 1853 and soon after entered the counting-room of Stimson & Valentine, dealers in paints, oils, and varnishes, remaining with this firm until 1859. In 1859 he became connected with the house of Banker & Carpenter, in the same line of business, and was admitted as partner in 1864, the firm name being changed in 1868 to Carpenter, Woodward & Morton, and is now composed of G. O. Carpenter, J. D. Morton, F. H. Newton, and E. A. Rogers. This house is one of the largest in its line in New England, doing a heavy business in the manufacture and importation of paints, varnishes, and artist materials. For many years, and until the formation of the lead trust, Mr. Morton was the New England manager of the St. Louis Lead and Oil Company. In 1862 he was married to Miss Maria E. Wesson, daughter of William C. Wesson, of Hardwick, Mass., and granddaughter of the Rev. William B. Wesson, in his day a well-known Massachusetts divine. Mr. Morton resides in Roxbury. He has three children; one of his daughters being the wife of Joseph H. Goodspeed, treasurer of the West End Street Railway Company. Few men in the United States possess a wider knowledge of the ramifications of the paint and oil industry.

JOHN D. MORTON.

WILLIAM A. FRENCH, president of the Massachusetts National Bank, is well known in business and financial circles in Boston, where he was born Oct. 17, 1843, being the son of Abram French, for many years and until his death the head of the great crockery and glassware house of Abram French & Co. Abram French built up this famous house and made it what it is to-day, the largest dealer in china and glassware in New England, if not in the country. William A. French was educated at the Chauncy Hall School, then and now a famous institution, and at Harvard University, from which he graduated in the class of 1865. In 1867 he entered the house of Abram French & Co., as a member of the firm, and remained there twenty-five years, until the present Abram French Company was incorporated. Mr. French is now president of the Abram French Company and is an active member of the Boston Associated Board of Trade and other organizations. In 1884 he was made a director in the Massachusetts National Bank, and on April 4, 1887, he was elected its president. The Massachusetts Bank was organized March 18, 1784, and commenced business July 5 of that year, being the oldest bank in New England. It was originally composed of wealthy subscribers, who fixed the par value of the shares at five hundred dollars, to keep them out of the hands of the people. Its original capital was three hundred thousand dollars, which was reduced in 1786 to one hundred thousand dollars, and then gradually increased until, in 1810, it had risen to one million, six hundred thousand dollars, but in 1821 was reduced to one half that amount, and the par value of the stock reduced from five hundred dollars to two hundred and fifty dollars. When first chartered, the bank purchased the building known in colonial days as the Manufactory House, at the corner of the present Tremont Street and Hamilton Place, for four thousand dollars. The same property to-day is valued at upwards of five million dollars. The original building was sold and pulled down in 1806, when the bank removed to No. 66 State Street, where it remained for more than sixty years. After the great fire of 1872, the bank removed to Post-Office Square, where it continued until January, 1892, when its business had increased to such an extent as to render its removal necessary to more spacious quarters, which are now occupied by it in the Exchange Building, No. 53 State Street. The belief which is almost universal, that the fibre paper used by the Government for its notes and bonds is patented, is an erroneous one. There is nothing patentable about the idea, for more than fifty years ago the Massachusetts Bank printed its notes on paper through which fibres of red silk were liberally distributed, in much the same manner as is now done in the Government paper, and for the same reason: the prevention of counterfeiting. Mr. French married Olivia C., daughter of Oliver S. Chapman, of Canton, Mass.; they have four children. His residence is in Jamaica Plain.

WILLIAM A. FRENCH.

WILLIAM O. BLANEY, senior member of the firm of Blaney, Brown & Co., is one of the best known business men in the city of Boston, and his name is intimately associated with many of its prominent institutions. He was born in Bristol, Me., on July 16, 1841, the son of Arnold and Nancy (Hunter) Blaney. Arnold Blaney was for many years judge of probate of Lincoln County, Maine, and also held many other prominent public positions. Mr. Blaney was educated in the public schools of Bristol, and at the Lincoln Academy. In 1864 he came to Boston and entered the employ of Davis & Crosby, flour and grain merchants. He showed early an aptitude for the vocation, and in 1869 succeeded to the business of the firm, under the name of W. O. Blaney. This style was maintained for a few years, when it was changed to Crosby & Blaney. In 1879, upon the death of Mr. Crosby, L. S. Brown was admitted to the partnership, and the firm has since been known as Blaney, Brown & Co. This house is to-day probably the largest dealer in and receiver of flour and grain in the city.

WILLIAM O. BLANEY.

Mr. Blaney has been and is one of the leading members of the Chamber of Commerce. In 1869 he became a member of the Commercial Exchange. In 1879, he was made a director of the exchange and held that office two years. He then served as vice-president and afterward two terms as president. Upon the consolidation of the Commercial Exchange and the Produce Exchange, in 1885, under the name of the Boston Chamber of Commerce, he was appointed chairman of the Committee on Transportation, and afterwards was elected chairman of the Committee on Arbitration. One of the proudest achievements of Mr. Blaney's connection with the Chamber of Commerce was the ultimate success of his proposition to erect a building for the association. In 1888 a committee was appointed to secure a site for a new building, and Mr. Blaney was made chairman of this committee. In the following year he was appointed chairman of the Building Committee, and the present magnificent structure, one of the handsomest in New England, was commenced in April, 1890, and completed in February, 1892. There was more or less opposition to the scheme from the start, but Mr. Blaney and his associates overcame this, and the Chamber of Commerce to-day as a body unites in giving to him a large share of the credit for what has proved a wise and needed departure. Mr. Blaney has been for six years a delegate from the Chamber of Commerce to the Associated Board of Trade, and for the past year has held the position of vice-president of the latter body, where he has always taken a deep and lively interest in all questions pertaining to the growth and prosperity of the city, particularly in reference to transportation, Western, international, and local. He is a director in the Commercial Bank, and also a member of several business and social clubs. On May 16, 1857, Mr. Blaney was married at Bristol, Me., to Loella E., daughter of William Huston. Their children are Charles C. and Louise Blaney.

JONATHAN BIGELOW, merchant and legislator, was born in Conway, Mass., his American ancestry going back to the seventeenth century, when it was represented by John Bigelow, who settled in Watertown in 1632; and Mr. Bigelow has been present at many happy reunions of the family. He was born Jan. 1, 1825, and is the oldest of a family of ten children. When nine years of age, he left home to reside with his uncle in Charlestown, who was engaged in the butcher business. On his relative's removal to Brighton, he accompanied him and assisted him on the farm. It was here that his predilection for intellectual pursuits became apparent. He attended school during the winter months, and took advantage of every opportunity for the acquisition of knowledge. When nineteen years of age he accepted a position to teach school in Screven County, Central Georgia, sixty miles from Savannah. This was in 1844, and an idea of Southern customs and of slavery before the war was thus obtained. Being personally acquainted both with Northern and Southern characteristics, he could impartially judge in reference to the question of slavery. In 1845 he returned North and established a boot and shoe business in Roxbury. This was successfully carried on for ten years. Mr. Bigelow's desire was, however, to be in a business which would allow him leisure during the evenings, and, as he had studied the produce commission trade, he was well qualified to go into that business. Accordingly, in 1857, he established the present business at No. 3 North Market Street, removing later to No. 25 North Market Street, and in 1859 to the present site. The business was first known as Perry & Bigelow, then by its present title, Jonathan Bigelow & Co., subsequently as Bigelow, Maynard & Magee, then Bigelow & Magee, resuming its present style again in 1865. By the above data it will be seen that Mr. Bigelow has been on North Market Street thirty-five years, and he is one of the very few produce commission merchants who, as an original partner, has been on one street that length of time. This is one of the oldest houses in Boston, and has always paid one hundred cents on the dollar. Mr. Bigelow is a representative merchant of the United States, receiving consignments from more than thirty of the different States, not counting the provinces. He is respected and esteemed by all who know him. He was elected to the Legislature for 1887 from the sixteenth Middlesex representative district, he being a resident of Watertown. During the year he presented three important bills, decidedly advanced in their ideas, viz.: for registration in dentistry; for giving women who were entitled to vote on school committees a right to vote on the license question; and for the removal of obstructions to the entrance of gambling rooms. Both on the floor, where Mr. Bigelow showed himself an able speaker, and in committees, where the great bulk of the work is done, he worked for the best interests of the State. He has always had much to do in the Unitarian Church and Sunday School.

JONATHAN BIGELOW.

WALSTEIN R. CHESTER, president of the Bay State Lumber Dealers' Association, was born in New London, Conn., July 16, 1833. He comes of an old colonial family, many of whose members played prominent and heroic parts in the Revolutionary War, and in the War of 1812. One of his ancestors was Captain Jason Chester, whose daughter Rebecca witnessed the slaughter of American troops by the British at the fort in New London, when three of her brothers (Mr. Chester's great uncles) were killed. Rebecca afterward married Lieutenant James Chester Reed, who, on account of his love for her, resigned his commission in the British Army. Their son, Captain James Chester Reed, commanded the American privateer, "General Armstrong," in the War of 1812, and at Fayal avenged the death of his uncles. Mr. Chester's great-grandfather was a paymaster in the Revolutionary War. Two of Mr. Chester's brothers inherited the naval spirit of their ancestors, one of them, Colby M., being the commandant of the cadets of the United States Naval Academy, and the other having been a lieutenant in the revenue marine service. Their parents were Melville and Frances (Harris) Chester. Walstein R. Chester obtained his education at the Bartlett Grammar School in New London, and later was associated with his father in the lumber business in that city, remaining there until 1860. In 1862 he married Marietta C. Carr, daughter of Henry W. Carr, of Brookline, Mass., and in 1865 moved to Brookline, where he has since resided. He has been in the wholesale lumber business in Boston for the last few years, under the firm name of Walstein R. Chester & Co. Mr. Chester is prominently indentified with the lumber interests of New England. He was one of the organizers of the Bay State Lumber Dealers' Association, which has accomplished so much in promoting the welfare of the trade. Mr. Chester is the delegate of the association to the Boston Associated Board of Trade, and also to the Massachusetts Board of Trade. He is the Boston representative of many large lumber mills in Maine and Canada. His other business interests include a directorship in the Davol Mills of Fall River, and he has also been a director in the Somerset and Johnsonburg Pottery Company of Pennsylvania, one of the largest concerns of its kind in the State. Mr. Chester has long been prominent in the business affairs of his town, and also in the local and State politics of Massachusetts. For five years he was chairman of the Brookline Republican Town Committee, and for about the same length of time was president of the Brookline Republican Club, one of the vigorous political organizations of the State. He is also a member of the Boston Home Market Club. Mr. Chester has achieved eminent success in his business affairs and is held in the highest esteem by all his associates. He has steadily declined to be a candidate for public office, though nominations have often been proffered to him. Mr. Chester's family consists of his wife and three children, one son and two daughters.

WALSTEIN R. CHESTER.

EDWARD H. HASKELL, one of the best known men in the paper trade of Boston, was born in Gloucester, Oct. 5, 1845, the son of William H. and Mary (Smith) Haskell. He attended the common and high schools, and, in 1859, took up the profession of journalism in the office of the Gloucester *Telegraph*. On Sept. 28, 1861, he enlisted in Company C, Twenty-third Regiment, Massachusetts Volunteers. In December he was ordered to special duty with the Signal Corps of the Burnside expedition. His first engagements were at Roanoke Island, Newbern (where he was slightly wounded), and at Fort Macon. In 1862 he was ordered to the Army of the Potomac, and was soon transferred to the army of General Pope in Virginia and participated in the engagements at Cedar Mountain, Kelly's Ford, Rappahannock Station, Manassas Junction, and Bull Run. From September, 1862, to August, 1863, he was an instructor in signal service at the Camp of Instruction at Georgetown, D. C., taking part in short campaigns against General Lee's army. In the East Tennessee campaign of the following winter he was with General Burnside at the siege of Knoxville, and in June, 1864, he was ordered to report to General Schofield, then with General Sherman in Georgia. He was almost continuously under fire at Kenesaw Mountain, Marietta, and in the investment of Atlanta. Upon his return to Gloucester he re-entered the office of the Gloucester *Telegraph*, which he was forced to leave after two years because of failing health, when he entered mercantile life. In 1875 he became interested in the paper trade, and soon laid the foundation of his present large and successful business. He is also interested in the manufacture of paper of various grades, and is treasurer of the Rumford Falls Paper Company, whose mills are destined to be the leading newspaper mills of the country. His high standing in the trade led to his selection as president of the Boston Paper Trade Association, and he has been, and is, an active member of the Associated Board of Trade of Boston. In 1877 Colonel Haskell was elected to the Legislature from Gloucester, and in 1880 he was appointed assistant adjutant-general on the staff of Governor Long, and served in that capacity three years. In 1879 he was elected secretary of the Republican State Committee, and rendered valuable services in that office during four years. In 1880, and also in 1884, he was a delegate to the National Republican Convention in Chicago. In 1882, he was elected councillor from the fifth district, and served with Governor Butler. Two years later he was the senior member of Governor Robinson's council. As chairman of the Finance Committee of the encampment of the Grand Army of the Republic in Boston, in 1890, Colonel Haskell rendered valuable aid. In the military and in the business circles of the city he is equally popular. Colonel Haskell was married June 27, 1866, to Hattie J., daughter of William and Sarah H. Munsey, who, with their family of one son and two daughters, now reside at their beautiful home in Newton.

EDWARD H. HASKELL.

THE vital importance of medicine in the homes of the people places the wholesale drug trade in the front ranks of commercial and industrial pursuits, apart from the enormous capital invested in it. Boston is the centre of this trade for Massachusetts, and is also the point from which drugs and medicines are distributed throughout New England. It is appropriate, therefore, that this branch of commerce should hold a place in this work, and that its selected representative should be a Bostonian. Mr. Charles A. West, the recipient of this honor, ranks high among druggists, being president of the Boston Druggists' Association and trustee of the Massachusetts College of Pharmacy; the last named position has been held by him for the past three years. His business house, West & Jenney, Broad Street, corner of Franklin, is young in years, but it controls the greatest importing business of any firm in the New England trade. Mr. West was born in Boston April 4, 1850. After studying in the public grammar and English High schools he went to work as an office boy in the wholesale drug house of Reed, Cutler & Co., now Cutler Bros. & Co., and gradually rose to positions of trust and confidence. In January, 1887, in company with a fellow-salesman, Mr. Bernard Jenney, Jr., he established the firm of which he is now the senior partner. Both members of the firm were popular in the trade, and their new house immediately sprang into astonishing favor. By skilful management these gentlemen acquired note as importers, and incidentally secured supremacy in the camphor business of New England. To-day, they own two camphor refineries, a factory for subliming camphor, a pharmaceutical laboratory, and an immense warehouse. They are also among the principal holders of stock in the Dana Sarsaparilla Company, which manufactures a preparation having a permanent hold upon public favor. Agencies are maintained in every large centre of commerce in the world. Mr. West is devoted to the exacting duties of his large business, and he is pre-eminently one of that class of men who have absolutely no time for the duties of public life. Consequently, he has never permitted himself to be led into public affairs, although often solicited by his friends and neighbors, in the city of his residence, Somerville, the pleasant suburb of Boston. Mr. West is connected with all of the prominent associations of his trade, among which are the National Wholesale Druggists' Association and the American Pharmaceutical Association. Both of these organizations have received benefit from his willing work and ready brain. With his family—a wife and daughter—he occupies a prominent social position in Somerville. He is the president of the most exclusive social organization of that city, the Central Club, whose house is the scene of many pleasant gatherings of ladies and gentlemen during the winter months of each year. As trustee of the public library of Somerville he has done much to increase its usefulness, and he lends his active and energetic aid to every movement that contemplates the betterment of the town.

CHARLES A. WEST.

THE New England Furniture Exchange is one of the most efficient business men's organizations in the country. It was organized in 1874, at a time when there were a great many failures in the trade, and when the manufacturers began to see the necessity of checking the growth of certain evils. One of the incorporators of the exchange in 1879, and its president in 1890 and 1891, is Frank A. Brown. Before his election to the presidency he had been treasurer of the exchange for ten years. He was born in Boston, June 1, 1839, the son of Francis and Elizabeth (Herman) Brown. He was educated in the schools of Chelsea, and, at the age of thirteen, went to work as clerk in the Suffolk Bank, Boston. Here he remained ten years, and in 1862 enlisted as private in Company G, Fortieth Massachusetts Infantry, serving in the Armies of the Potomac, the James and the Department of Florida. He was in every battle and in four sieges, in which his regiment participated, and was promoted to lieutenant. During the whole three years of his field service he never lost a day's duty. On returning to Boston, in 1865, he became bookkeeper for Woodbury & Gray, furniture manufacturers, and remained with them three years. Then he went to Buckley & Bancroft as salesman for one year, and in 1869 formed a partnership with Arthur McArthur, under the firm name of McArthur & Brown. The firm manufactured parlor furniture, and at first was located on Haverhill Street, moving subsequently to the corner of Portland and Travers streets. The firm dissolved in 1872, since which time Mr. Brown carried on the business alone until July 1, 1891, when his son-in-law, Mr. Fred S. Belding, was admitted to the firm. In 1875 he moved to No. 87 Union Street, his present location. Since 1872 the style of the firm has been F. A. Brown & Co. He manufactures fine parlor furniture, and has established one of the most enviable business reputations in all New England. He is treasurer of the Boston Furniture Club, in which he has taken a prominent part since its organization. On all matters relating to the furniture trade Mr. Brown is considered an excellent authority, as he is thoroughly informed. Having been one of the most active members of the New England Furniture Exchange almost since the day it was formed, he is widely known in the furniture trade of the country. The exchange includes all the furniture manufacturers of prominence in New England. Mr. Brown is also a member of the Ancient Order of United Workmen, and of the Royal Arcanum. Mr. Brown was married, in 1860, to Miss Mary E. Lewis, of Chelsea, Mass. They have one daughter living, who is married. Mr. Brown has a pleasant home in Newton, Mass. He is a most affable gentleman, and is very popular in social circles. He is still in the prime of his powers, and is one of the best representatives of New England business character. Mr. Brown has never sought political honors, being engrossed in business, and preferring the quietness of his family and social life to the turmoil of a political career.

FRANK A. BROWN.

FRANK L. YOUNG, one of the most prominent members of the Boston Board of Trade, stands at the head of what is believed to be the largest oil manufacturing house in the United States. Mr. Young is a native of the neighboring State of Rhode Island, having been born at Slatersville in that State, Nov. 20, 1852. While he was still a child his parents moved to Milford, Mass., and in the schools of that thriving manufacturing town and the neighboring one of Hopedale, Mr. Young received his early education. His family were in humble circumstances, and it is his proud boast to-day, when he is in affluent circumstances, that it is to New England grit and perseverance he owes the fact that he was enabled to secure for himself a collegiate education. After receiving his preparatory training in the schools of his own home, he entered Brown University, from which he was graduated in the class of 1874. On leaving college, he at once devoted himself to business pursuits, entering the oil trade, and he is now one of the most widely known and extensive dealers in that commodity in this country. Gradually, and without any financial assistance whatever, he built up his business until it reached the vast proportions which it has assumed at the present time. Mr. Young has extensive dealings with the currier, mill and other trades. He handles also other kindred products besides oils, and owns an immense and well appointed store in Boston, which is said to be the largest and best equipped of its kind in America. It is located on Purchase Street. He has, in addition to this store, a factory at South Boston, which covers upwards of two thirds of an acre of ground in one building, besides a considerable extent of yard room for the storage of his goods. Mr. Young is likewise extensively engaged in the manufacturing and refining business, the products of which he sells in every market throughout the United States, in addition to doing a very large foreign export trade. His oils have long been known and regarded with favor by dealers for their excellent properties. Associated with him in business, as special partner, is General William F. Draper of Hopedale. Mr. Young is very well known and popular among the members of the trade, and among business men generally, as was evidenced by the fact that he was elected president of the Oil Trade Association, the membership of which practically includes every large dealer in the oil trade in the New England States. He is also a director of several manufacturing corporations, as well as a member of the Boston Associated Board of Trade. Mr Young is something of a club man, being connected with the University and other clubs, where his genial nature and good-fellowship have served to make him a general favorite. He exemplifies as perfectly as any business man in Boston that type of strong, self-reliant character which surmounts all obstacles, and, with no aid from external sources, but depending solely on his own powers, achieves a most remarkable and thoroughly deserved success. Mr. Young's family consists of his wife, three sons, and a daughter, who reside with him in Boston.

FRANK L. YOUNG.

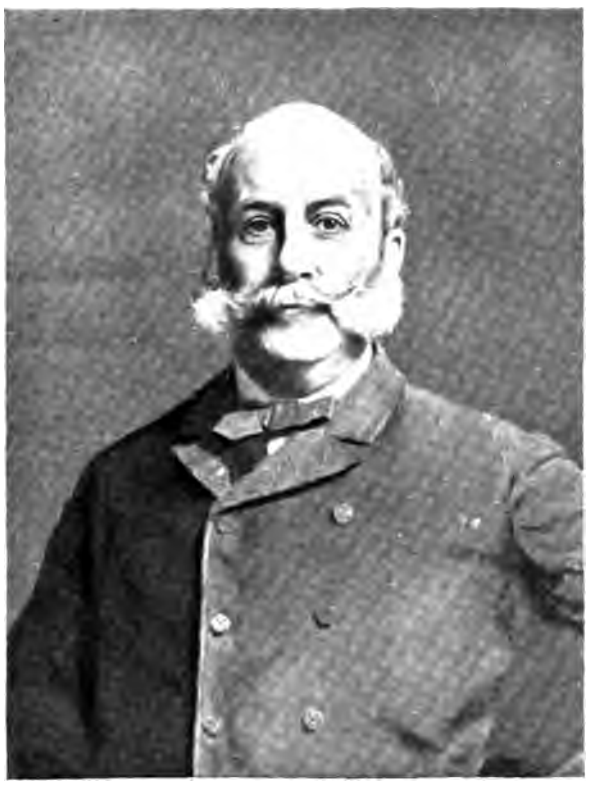
A STRIKING feature in the commercial life of Boston within the last ten years has been the removal of barriers that formerly separated men in the same line of business. A competitor was once an enemy, with whom no relations were to be held, and who was not even to be recognized on the street. Business men, however, have learned the advantages of getting acquainted with their rivals and have found the utility of trade clubs. One of the first of these organizations was the Drysalters' Club of New England, composed of manufacturers and dealers in dyestuffs and chemicals. This club was formed in March, 1885, by Henry D. Dupee and about a dozen other gentlemen in the same line of business. Mr. Dupee was its first president, and has been four times re-elected to that office. Ever since its formation the club has been one of the most influential of the many trade organizations in Boston, having representation in the Associated Board of Trade and in the Executive Business Men's Association. Mr. Dupee is of Huguenot descent, his ancestors, the Dupuis family, coming to Boston about the year 1700, soon after the revocation of the Edict of Nantes. John Dupuis, the first settler of the family in America, was elder of the old Huguenot church in Boston. The spelling of the family name was changed to Dupee, in order to preserve, as far as possible, its French pronunciation. Mr. Dupee's paternal great-grandfather was a captain in the Revolutionary War under General Washington, and his maternal great-grandfather was killed at the battle of Bunker Hill. Mr. Dupee was born in Dorchester, June 28, 1848, the son of James A. and Elizabeth (Baldwin) Dupee. His father was a noted Boston banker. After studying in public and private schools, in Roxbury, Brookline, and Boston, he entered the Military Academy at Worcester, and subsequently went to the old Park Latin School in Boston, where he remained one year. In 1865, having determined to learn the chemical, paint and oil business, he went to work for Thayer, Babson & Co., of Kilby Street. He remained three years with this firm, and then went to the Boston Diatite Company, of which, one year later, at the age of twenty-one, he was made superintendent. Severing his connection with this company in 1870, he went into business on his own account as broker and commission merchant in dyestuffs, and in 1871 began, in a small way, the manufacture of colors. His business developing, he built the factory at Walpole, which now covers four acres and is devoted to the manufacture of a great variety of dyestuffs and chemicals. It has the reputation of being the best appointed plant of its kind in the country. Mr. Dupee is a trustee of several private estates; of the Massachusetts Charitable Mechanic Association; director in several manufacturing corporations; and past master of the Lodge of Eleusis, F. and A. M.; member of St. Bernard Commandery, Knights Templars; of the Union, Athletic, and other social clubs. He was married in 1872 to Mary I. Sumner. They have two children.

HENRY D. DUPEE.

THE Boston Fruit and Produce Exchange is one of the most efficient and vigorous organizations of business men in the city. It is alive to all the interests of Boston, and its influence has largely helped to secure better transportation facilities between Boston and the West and South. Its president is Charles G. Roberts, who was born in Lyman, Me., in 1846. He comes of Revolutionary stock on both his father's and mother's side. His paternal and maternal great-grandfathers were both soldiers in the Revolutionary War, and both served with distinction, the former enlisting when he was twenty-one and being in the battle of Bunker Hill. He died at the age of ninety-four. Mr. Roberts's ancestors came from England and settled near Dover, N. H., from where his great-grandfather moved to Lyman, Me., and took a farm, which still remains in the Roberts family. The old house, which was built about ninety years ago, is standing yet, and is now occupied by the fourth generation. Mr. Roberts received his education in the public schools of his native town, and in private schools. When about eighteen years of age he left home and came to Boston, and became connected with N. Boynton & Co., the well-known cotton-duck house. This was in January, 1867. To the experience he received while in the employment of this house he owes much of his future success. He remained with N. Boynton & Co. four years, and then engaged as salesman for the firm of Bennett, Rand & Co., produce commission merchants. This situation he held for eleven years, being very highly esteemed by his employers and by all his business associates. In 1882 he severed his connection with Bennett, Rand & Co., and formed a partnership with Mr. Patch, under the firm name of Patch & Roberts, which relation still continues. The firm has established and maintains a high reputation among the merchants of Boston. They are heavy receivers of butter, eggs, and poultry from the West, as well as being the largest receivers in New England of pineapples direct from the grower. The firm's name is known all through the South as solid and safe consignees of fruit and produce. Mr. Roberts is a prominent member of the Boston Chamber of Commerce, and is one of the charter members of the Boston Fruit and Produce Exchange, in which he has always been a faithful worker, and of which he was elected president in January, 1892. Mr. Roberts resides in Chelsea, and there he has always taken a lively interest in municipal affairs. He was twice elected to the Common Council of Chelsea, and for three years he served on the Board of Aldermen. In this capacity he brought his excellent business instincts to bear on municipal matters, and was enabled to serve the city both with honor to himself and with profit to his constituents. Mr. Roberts is a charter member of the Commonwealth Lodge of Odd Fellows of Boston, a member of Robert Lash Lodge of Free Masons, the Royal Arcanum and the Chelsea Review Club. In 1873 he married Miss Serena Ann Morgan, of Surry, Me. They have two children.

CHARLES G. ROBERTS.

EUSTACE CAREY FITZ has become widely known as one of the most public-spirited and soundest business men in Massachusetts. He is the senior member of the firm of Fitz, Dana & Co., of Boston, iron and steel merchants, with which firm he has been connected for more than a quarter of a century. He is also identified with some of the largest business corporations of the city and State, and is now a director of the New York and New England Railroad Company, the West End Street Railway Company, and president of the Blackstone National Bank of Boston. He was born in Haverhill, Mass., on Feb. 5, 1833, being the son of Jeremiah and Hannah Eaton Fitz. When he was but a year old his parents came to Boston, and in 1841 removed to Chelsea. Nearly all his life he has made the latter city his home, and its citizens have repeatedly honored him with positions of high responsibility and trust, all of which he has filled with credit to himself and his city. He attended the public schools of Chelsea and graduated from the High School. On Jan. 10, 1856, he was married to Sarah Jane, daughter of Alfred and Margaret C. Blanchard, of Chelsea, and made his home in Cambridge. Three years later he returned to Chelsea. He was elected to the Chelsea Common Council of 1861, and re-elected for two succeeding years, and during those last two terms he was president of that body. He was called from the council to be mayor of the city, serving as such during the years 1864, 1865, and 1866. His services in the city government of Chelsea were right in the midst of the critical war period, when the soundest judgment was demanded. As mayor of the city he was a strong supporter of Governor Andrew, and did much to keep intact the fair name of Massachusetts. Mr. Fitz contributed liberally of his means for the Union cause. For eighteen years he was a trustee, and most of the time chairman of the Chelsea Public Library, and at the end of that long period, in 1885, he presented to his adopted city a handsome, commodious library building, costing upwards of $25,000. The picture accompanying this sketch is taken from a life-size portrait of Mr. Fitz, painted by Robert G. Hardie, on the order of the city of Chelsea, at a cost of $1,200, and which now hangs in the Public Library. The City Council of Chelsea, in 1889, changed the name of the Chelsea Public Library to the "Fitz Public Library of Chelsea." Mr. Fitz served in the House of Representatives in 1873 and 1874, in the Senate in 1875 and 1876, and in the Governor's Council in 1881 and 1882. He was for five years chairman of the Prison Commissioners. In religion he is a Baptist, and contributed largely to the erection of the Cary Avenue Baptist Church in Chelsea. He is president of the trustees of the Newton Theological Institution, and has been president of both the Boston Merchants' Club and the Boston Board of Trade. Amid the cares of an active business career, Mr. Fitz has found time to devote to those larger public interests that have increased the welfare of his chosen home.



EUSTACE CAREY FITZ.

WILLIAM WHITMAN, ex-president of the National Association of Wool Manufacturers and treasurer of the Arlington Mills, is an authority upon all economic questions relating to our national commerce and industries. He was born at Annapolis, N. S., May 9, 1842. He is a descendant in the eighth generation from John Whitman, of Weymouth, Mass. Before the Revolution his great-grandfather moved to Nova Scotia, where his father, John, married Rebecca Cutler, a descendant of Ebenezer Cutler, one of the most conspicuous of the Loyalists who migrated from Boston in 1776. William Whitman attended the Annapolis Academy five years, leaving school in his eleventh year and going to St. John, N. B., where he obtained employment in a dry goods store. Two years later he came to Boston as entry clerk in the wholesale dry goods house of James M. Beebe & Co., with whom he remained until 1867. In that year he became associated with the firm of Robert M. Bailey & Co., who were interested in the rebuilding of the Arlington Mills, which had been destroyed by fire the year before. Mr. Whitman was made the treasurer of the mills in the same year, but in 1869 he resigned this post, purchased a woollen mill in Ashland, N. H., and engaged in the manufacture of flannels. Meanwhile he resumed the treasurership of the Arlington Mills at the urgent solicitation of the directors, after an interval of but a few months, and he has remained in this position ever since, acting also as the managing director of the mills. Under his administration the Arlington Mills have developed until they have become one of the largest establishments manufacturing wool and cotton in the United States, employing three thousand hands, and consuming annually ten million pounds of wool and five thousand bales of cotton. The products of the mills are fine worsted and cotton yarns, and ladies' dress goods in great variety. The dozen buildings of the plant have a floor area of more than twenty acres, and are among the finest specimens of mill architecture to be found in the world. The Arlington Mills are a monument to the ability and enterprise of their director. In 1887, he became a member of the firm of Harding, Colby & Co., of Boston and New York, now Harding, Whitman & Co. Mr. Whitman married Jane D. Hallett, Jan. 19, 1865, and has four sons and three daughters. He has been prominent in many commercial and social organizations in Boston. A strong Republican and active in the councils of the party, he has declined all political preferment. His public life has been confined chiefly to economic work in connection with the National Association of Wool Manufacturers, of which he was president from 1884 to 1892. He has devoted much time to promoting the interests of the woollen manufacture in the United States, having made a special study of the revenue system. The results of his study have appeared in the quarterly bulletin of the association and in separate publications, and have placed him in the front rank among the advocates of the protective policy.

WILLIAM WHITMAN.

THE law now upon the statute books of Massachusetts prohibiting the adulteration of food and medicine has proved in its practical working a great boon. The earliest advocate of this legislation was Charles Eckley Moody, who in the conduct of his wholesale grocery business, had found daily evidence of the growing danger from adulterated and impure food, and who, sacrificing the temporary gain which might have come from silence, began single-handed the agitation which resulted in success. Others had spoken, perhaps, before him, of the increasing practice of adulteration, but Mr. Moody not only talked up the matter among the merchants, but carried his ideas to Beacon Hill, urged them upon the law-makers, framed a bill of his own, and finally secured the enactment of the law, — both the idea and the language of which are practically his. The life of Charles Eckley Moody, could it be told in all its details here, would be good reading for the boys of the present day. Born in Bath, Me., the son of John Minot and Mary (Boynton) Moody, he came to Boston to make his own way when he was but fifteen years of age. Two weeks after his arrival here, he obtained employment, unaided, in the store of Silas Peirce & Co., on Elm Street. The same devotion to the work at hand which later found fruition in the contest against impure foods, was characteristic of him as a boy, and after years of appreciated service, he was admitted as a member of the firm of Silas Peirce & Co. Here he continued until 1868, when, withdrawing from the firm, he established the house of Charles E. Moody & Co. on the site where it now stands, No. 77 Commercial Street. Of Mr. Moody's business methods and success since then, the standing of his firm to-day is its own report. Mr. Moody, until a few years ago, was interested in the sugar trade, as well as in his own grocery house, and in this connection an incident illustrative of his business practices may be told. During the last week of each year, Mr. Moody's creditors always received letters asking that their bills be submitted at once, these requests by mail being supplemented by personal calls in cases where the creditors did not respond promptly. Then on New Year's Eve of each year, Mr. Moody and his partner met, and before leaving the office that night every possible claim against the firm had been liquidated. A man of wide sympathies and unostentatious charity, Mr. Moody has devoted not a little of his time and money of later years to works of beneficence. Himself the son of a ship-builder, he is greatly interested in shipping, both foreign and coastwise; is a member of the American Shipping and Industrial League; the Home Market Club, the Pine Tree State Club, the Commercial Club, the Chamber of Commerce, the Wholesale Grocers' Association, and is a director in several corporations. Through his efforts in the direction of practical legislation in the vital matter of pure food and medicine, a question far reaching and lasting in its effects, Mr. Moody has crowned a career that has proved alike useful and honorable.

CHARLES E. MOODY.

FEW men who have been conspicuous in Massachusetts and the United States bear so well at a ripe old age in mind and body the honors they have won as the Hon. Robert Charles Winthrop. The youngest son of Thomas Lindall Winthrop, he was born in Boston, May 12, 1809, and was graduated at Harvard in 1828. He studied law with Daniel Webster, was admitted to the bar in 1831, and soon after entered public life as a Whig. From 1834 to 1840 he served his State in the House of Representatives, of which he was speaker in 1838, 1839, and 1840. He was elected to Congress in the last-named year, and served there with distinction ten years. In 1847–49 he was speaker of the House, but was defeated for a second term by a plurality of two, after a contest of three weeks. In 1850, he was appointed by the governor to Daniel Webster's seat in the Senate, when the latter became Secretary of State. His conservatism on the slavery question caused his defeat for the succession by a coalition of Democrats and Free Soilers in the Legislature, after six weeks' balloting. In 1851, he received a large plurality of votes for the governorship, but the majority rule threw the election into the Legislature. Mr. Winthrop declined to run again, and has since devoted his time to literary, historical, and philanthropic occupations. He did not, however, altogether relinquish his political duties, but spoke eloquently for several candidates for the presidency,—Winfield Scott in 1852, Millard Fillmore in 1856, John Bell in 1860, and General McClellan in 1864. Four volumes of his "Addresses and Speeches" contain those on the laying of the corner-stone of the national monument to Washington in 1848 and on the completion of that monument in 1885, and the oration on the hundredth anniversary of the surrender of Cornwallis at Yorktown, all by invitation of Congress; the address to the alumni of Harvard in 1857; an oration on the two hundred and fiftieth anniversary of the landing of the Pilgrims, in 1870; the Boston centennial oration, July 4, 1876; and an address on unveiling the statue of Colonel Prescott on Bunker Hill in 1881. Mr. Winthrop is also popularly remembered for his shorter speeches, particularly those of a patriotic nature, on Boston Common during the Civil War, while his brief tributes to John Quincy Adams, John C. Calhoun, Edward Everett, Daniel Webster, Abraham Lincoln and other eminent men, are characterized as models of graceful and discriminating eulogy. He is the author of "The Life and Letters of John Winthrop" (1864), and "Washington, Bowdoin, and Franklin" (1876). He was the counsellor of George Peabody in several of his great benefactions, and has been from the outset the head of the trust for Southern education. He was president for a quarter of a century of the Boston Provident Association, for thirty years of the Massachusetts Historical Society, and for eight years of the Harvard Alumni Association. Mr. Winthrop's long and honorable career and wide experience of affairs constitutes him a veteran whom Massachusetts delights to honor.

ROBERT C. WINTHROP.

GEORGE EDWARD ELLIS, D.D., LL.D., the president of the Massachusetts Historical Society, was born in Boston, Aug. 8, 1814. He graduated at Harvard in 1833, and from the Divinity School in 1836. He made a year's tour of Europe, and was ordained March 11, 1840, as pastor of Harvard Unitarian Church, Charlestown, Mass. From 1857 to 1863 he was professor of systematic theology in Harvard Divinity School. In 1864 he delivered before the Lowell Institute of Boston a course of lectures on the "Evidences of Christianity"; in 1871, a course on the "Provincial History of Massachusetts," and in 1879, a course on "The Red Men and the White Men in North America." He resigned the pastorate of Harvard Church on Feb. 2, 1869. Mr. Ellis was at one time temporary editor of the *Christian Register* and afterward joint editor with Rev. George Putnam, D.D., and subsequently sole editor of the *Christian Examiner* for several years. He has been vice-president of the Massachusetts Historical Society, and is now (1892) president. He was a member of the board of overseers of Harvard College in 1850-54, serving for one year as its secretary. Harvard gave him the degree of D. D. in 1857, and that of LL. D. in 1883. Mr. Ellis was the third person who has received both these degrees from Harvard. He has published lives of John Mason (1844), Anne Hutchinson (1845), and William Penn (1847), in Sparks' American Biography; "Half Century of the Unitarian Controversy" (1851); "Memoir of Dr. Luther V. Bell" (1863); "The Aims and Purposes of the Founders of Massachusetts, and Their Treatment of Intruders and Dissentients" (1865); "Life of Benjamin Thompson, Count Rumford," in connection with an edition of Count Rumford's complete works issued by the American Academy of Arts and Sciences (1871); "History of the Massachusetts General Hospital" (1872); "History of the Battle of Bunker Hill" (1875); an "Address on the Centennial of the Evacuation of the British Army, with an Account of the Siege of Boston" (1876); "Memoir of Charles W. Upham" (1877); "Memoir of Jacob Bigelow" (1880); "Memoir of Nathaniel Thayer" (1885); and numerous addresses and sermons. He also wrote for the American Academy and the Historical Society, memoirs of Charles Wentworth Upham and Edward Wigglesworth (1877), and of George Rumford Baldwin. Mr. Ellis wrote three historical chapters for the "Memorial History of Boston" (1880-1); "The Red Man and the White Man in North America" (1882); an "Address on the Eighty-second Anniversary of the New York Historical Society" (1886); "The Religious Element in New England," and five other chapters in the "Narrative and Critical History of America" (1826); and several articles for the ninth edition of the "Encyclopædia Britannica," and has contributed to periodicals and the daily papers when occasion moved him thus to do. He published in 1880 "The Puritan Age and Rule in the Colony of Massachusetts Bay." He delivered in 1884 the address at the unveiling of the statue of John Harvard at the college.

GEORGE E. ELLIS.

FRANCIS PARKMAN, author and first vice-president of the Massachusetts Historical Society, the son of Francis Parkman, clergyman, was born in Boston, Sept. 16, 1823, and was graduated at Harvard in 1844. He studied law two years, but abandoned the profession for travel, of which he had become fond after a vacation trip to Europe. In 1845 he set out to explore the Rocky Mountains, and lived several months among the Dakotah Indians and the still wilder and more remote tribes. He there endured hardships and privations that made him an invalid. An account of this expedition was given in a series of articles in the "Knickerbocker Magazine," which were subsequently collected and published in book form. He afterward engaged in literary work almost exclusively, and notwithstanding his impaired health, accompanied by partial blindness, has attained high rank as an historian and essayist. Mr. Parkman visited France in 1858, 1868, 1872, 1880, and 1881, to examine French archives in connection with his historical labors. In 1871-2 he was professor of horticulture in the agricultural school of Harvard. His chief work has been a series of volumes intended to illustrate the rise and fall of the French power in America, which are distinguished for brilliant style and accurate research. Mr. Parkman has recently completed the New France series, covering the period between 1700 and 1750. This, with a few additions to earlier volumes, completes the series, which forms one continuous work. His publications are "The California and Oregon Trail" (1849); "The Conspiracy of Pontiac" (Boston, 1851); "Pioneers of France in the New World" (1865); "The Book of Roses" (1866); "Jesuits in North America" (1867); "La Salle and the Discovery of the Great West" (1869); "The Old Regime in Canada under Louis XIV." (1874); "Count Frontenac and New France under Louis XIV." (1877); "Montcalm and Wolfe" (two volumes, 1884); "The Arcadian Tragedy" ("Harper's Magazine," 1884); "A Half Century of Conflict — France and England in North America" (Boston, 1892); "Historic Handbook of the Northern Tour" (Boston, 1885); "Our Common Schools" (Boston, 1890); "Some of the Reasons against Women Suffrage"; and several other historical works. The "Atlantic Monthly" has received many interesting contributions from his pen. The historic handbook in the enumeration above was suggested to Mr. Parkman by his friend and co-worker of the Massachusetts Historical Society, Rev. Dr. George E. Ellis, and has proved of great value to summer tourists to Lake George, Lake Champlain, Ticonderoga and Niagara, as well as the Canadian frontier, giving them true history, well digested, to offset false impressions of the picturesque areas so long in dispute between rival claimants, as portrayed by previous careless and unscrupulous compilers of the warlike events of past eras. Dr. Parkman has long been prominent in the social, literary, political and club life of Boston. In 1863 he bore an important part with Edward Everett in organizing the Union Club.

FRANCIS PARKMAN.

CHARLES FRANCIS ADAMS, lawyer, second son of Charles Francis Adams, diplomatist, was born in Boston, May 27, 1835. He was graduated at Harvard in 1856 and admitted to the bar in 1858. He served in the army throughout the Civil War, entering it as first lieutenant in the First Massachusetts Cavalry, under Colonel Williams. He was promoted to a captaincy in the same regiment, and was afterward transferred as lieutenant-colonel to the Fifth Massachusetts Cavalry, with Colonel Henry S. Russell. On the retirement of Colonel Russell, Lieutenant-Colonel Adams was his successor as colonel, and resigned in the August following the close of the hostilities with the brevet of brigadier-general of volunteers, his regiment afterward being transferred to the Mexican border to watch the result of the French invasion and the Maximilian episode. He has since devoted his attention chiefly to railroad matters, and in 1869 was appointed a member of the Board of Railroad Commissioners of Massachusetts. In 1871, in connection with his brother, Henry Adams, he published "Chapters on Erie and other Essays." He has since published an instruction book on railway accidents. He was elected in 1882 a member of the board of overseers of Harvard College, and in 1884, was chosen president of the Union Pacific Railway. He is second vice-president of the Massachusetts Historical Society. Mr. Adams has frequently been a contributor to the "North American" and other reviews on railroad and kindred matters. In 1883, he delivered addresses on "The College Fetich," before the Phi Beta Kappa Society, of Harvard; on "The Double Anniversary, '76 and '63," at Quincy, July 4; and an argument on the federation of the railroad system before the Committee on Commerce of the United States House of Representatives, Feb. 27, 1880. His other contributions to railroad literature are important and interesting. He is also the author of "The Genesis of the Massachusetts Town, and the Development of Town Meeting Government" (Cambridge, 1892). His contributions to history, public and personal, to political, educational, and other subjects of general interest, are voluminous. Mr. Adams's latest published work is, "Three Episodes of Massachusetts History" (two volumes, Boston, 1892). The divisions of the work are: I. The Settlement of Boston Bay. II. The Antinomian Controversy. III. A Study of Church and Town Government. This work clears up many disputed points in early provincial history, the author having spent years in research to fathom what he has proved to be misconceptions. Mr. Adams's biography of Richard Henry Dana, the author of "Two Years Before the Mast," in two volumes, is probably the most popular and absorbing of his literary works. Mr. Adams has always been averse to being nominated for office where election was dependent upon the popular vote; not, however, from fear of defeat. He inherits untrammelled independence of character from his ancestors, Presidents John Adams and John Quincy Adams, and from his father, the diplomat, Charles Francis Adams.

CHARLES FRANCIS ADAMS.

AN indigenous, patriotic American of the best type, with sympathies broad enough to include the whole world, esteemed by his fellow-citizens and beloved by thousands whom his philanthropy has aided, — that describes Ex-Mayor Samuel Abbott Green and the place he holds in the life of Boston. Humanitarian, historian, and physician, he is one of those altruistic men whose purpose in life is to serve others, and who accomplish that purpose. He comes of an old New England family, in whose veins the blood of the stern Puritan flows. Born in Groton, Mass., March 16, 1830, his father was Dr. Joshua Green, who married Eliza Lawrence, a sister of Amos and Abbott Lawrence. He studied at Lawrence Academy, Groton, and graduated at Harvard College in 1851. A course at the Harvard Medical School followed, after which he studied medicine in London and in Paris. Returning to Boston, he began practice there, and became one of the district physicians in the City Dispensary. At the beginning of the Civil War he was commissioned assistant surgeon of the First Massachusetts Regiment, and soon afterward was promoted to the surgeoncy of the Twenty-fourth Massachusetts Regiment. For gallant services on the field in 1864, he was brevetted lieutenant-colonel of volunteers. He planned and organized, in February, 1862, while in charge of the hospital of the First Brigade, on Roanoke Island, North Carolina, the Roanoke cemetery, the first regular burial-ground for the Union dead in the war. After his return from the army, he was for seven years superintendent of the Boston Dispensary. Dr. Green was a member of the Boston School Committee in 1860, and again from 1866 to 1872; trustee of the Public Library from 1868 to 1878, and acting librarian one year. From 1871 till 1881, when he was elected mayor, he was city physician of Boston. He was elected mayor as the candidate of the Citizens party and the Republicans. His administration, lasting one year, was thoroughly unpartisan and not marked by any notable events, but the best interests of the city were well cared for. In 1883 he was elected a trustee of the Peabody Education Fund, as well as secretary of the Board, and from 1885 to 1888 was the acting general agent. Since 1868 Dr. Green has been librarian of the Massachusetts Historical Society. His historical researches have been extensive, and his knowledge of New England's past and present is broad and accurate. He has been a voluminous writer, among his publications being a "History of Medicine in Massachusetts," "The Story of a Famous Book," a translation of Count de Deux Ponts's "My Campaigns in America," and many works relating to his native town. Dr. Green is a member of various historical societies, and is one of the overseers of Harvard College. He kept up his practice as a physician for years, and the poor knew him, not as the grasping doctor who demanded his fee in advance, but as one who was more likely to return half of the proffered money to purchase luxuries for the invalid. Dr. Green is unmarried.

SAMUEL ABBOTT GREEN.

EX-CONGRESSMAN JOHN WILSON CANDLER was born in Boston, Feb. 10, 1828, the son of John and Susan (Wheelwright) Candler. The family is of Saxon origin, and its two branches in Suffolk and Essex were noted in the church and in the army. Captain John Candler, the grandfather of John W., emigrated from Essex to Marblehead, and married Abigail Helen Russell about the close of the Revolutionary War. She was the descendant of a Huguenot family and the widow of Lieutenant Thomas Russell, who was next in command of Captain Mugford's privateer when he captured the British armed ship which supplied Washington's army about Boston with ammunition. Mugford was killed. Captain John Candler, Jr., the father of John W., was an officer on board the frigate "Constitution," and was with Commodore Stewart in the same vessel on his famous cruise through the British channel. Mr. Candler was born while his father was in active business as ship-builder and merchant in Boston, and was educated at Marblehead Academy and Dummer Academy, finishing his course under the tuition of Rev. A. Briggs, a Baptist minister of Schoharie Academy, New York. After the death of his father, he became clerk in a Boston house, the family removing, in 1849, to Brookline, where he has since resided. For thirty-two years he has been engaged in foreign trade as a member of several firms of ship-owners, the present style being John W. Candler & Co. The East and West Indies and South Africa have been their field.

JOHN WILSON CANDLER.

Mr. Candler's experience in foreign trade, and his studious watchfulness of State and national politics have made his services valuable in many ways. A warm friend of Governor Andrew, he became one of his strongest supporters during the Civil War. He was a member of the Legislature of 1866, but declined to serve a second term. He advocated a board of prison commissioners from 1869 to 1873, and served many years as its chairman. It was a philanthropic commission, without compensation or emoluments. Mr. Candler was prominent in the National Board of Trade, and was president of the Boston Board of Trade two years. He was president of the Commercial Club four years. A liberal Republican, he has advocated a change of navigation laws, a judicious revision of the tariff and modification of many commercial treaties. In 1880 he was elected to the Forty-seventh Congress from the eighth Massachusetts district, and in 1888 to the Fifty-first Congress from the ninth district, by a large majority over Hon. Edward Burnett, the previous representative. In this Congress Mr. Candler was the chairman of the World's Fair Committee that reported favorably upon the act giving national encouragement to the Columbian Exposition. That committee championed the passage of the bill. If they had not done so with wisdom and ability, there might not have been a quadricentennial fair in Chicago in 1893. Mr. Candler opened and closed the debate, and as chairman of the committee had charge of the parliamentary proceedings.

IN State Street, the Wall Street of Boston, no name is more familiar than that of E. Rollins Morse. This gentleman entered State Street in the modest capacity of clerk in 1862, now he is the president of the Boston Stock Exchange. Mr. Morse was born in Boston in 1845, and from his childhood has shown a talent for affairs financial. His first employment was with Robert M. Pratt, who, in the sixties, conducted a prominent brokerage house in State Street. After serving about six years at a clerk's desk, Mr. Morse, in 1868, established a stock commission business for himself at No. 27 State Street, and a year later formed the present firm of E. Rollins Morse & Brother, whose headquarters are now a splendid suite of offices on the ground floor of the building No. 38 State Street, corner of Exchange Street. In 1870, Mr. Morse purchased a seat in the Board. Then his business grew amazingly, and in a few years he became a prominent factor in State Street affairs. When the Stock Exchange was in its old rooms, Mr. Morse gave much of his time to its interests, serving terms on the standing and governing committees, and soon after the removal to its present magnificent quarters in the Exchange Building he was made its president. He was elected to that office in 1891, and re-elected in 1892, his immediate predecessor being A. W. Spencer. A few years ago Mr. Morse's firm developed from a strictly stock commission business, and became financiers in the full sense of the term. This change was primarily due to the fact that the firm was selected to manage Drexel, Morgan & Co.'s bond business in Boston, a trust which was a fine tribute to the integrity and the ability of E. Rollins Morse & Brother. Thirty years in State Street have made Mr. Morse a broad-minded, sagacious, yet prudent, financier, and he stands as the type of the successful men of State Street in this generation. As president of the Stock Exchange, he has given great satisfaction to the members, and has materially helped to develop the business of the Exchange and to strengthen its interests along many lines. He has never held public elective office, his time having been strictly devoted to his business. He is in touch, however, with public affairs, and is looked upon as an authority on questions of national finance. Like most brainy men of money, Mr. Morse is modestly, although extensively, identified with local charities, and has done more in this direction than his friends are aware of. He is a very approachable man, and to this fact is due much of his unquestioned popularity among his fellow financial men, both in this city and in New York, for his business affairs bring him in constant contact with the great financial men of the last-named city. He is a prominent member of the Eastern Yacht Club and an ardent yachtsman. In the pursuit of this his favorite recreation he manages to recuperate his energies after the close attention that is necessitated by the large financial transactions that require his watchful care. He is regarded as a safe and conservative man by those interested in the doings of the financial world.

E. ROLLINS MORSE.

GEORGE GLOVER CROCKER, the son of Uriel and Sarah Kidder (Haskell) Crocker, was born in Boston, Dec. 15, 1843. Graduating from the Boston Latin School as a Franklin medal scholar, in 1860, and from Harvard, in 1864, he studied at the Harvard Law School, and was admitted to the Suffolk bar in 1867. From that time to the present he has continued in the practice of the law in Boston in company with his elder brother, Uriel H. Crocker. He assisted his brother in editing "Notes on the General Statutes of Massachusetts" (1869). From 1868 to 1879, he was a director of the Boston Young Men's Christian Union, of which he is a life member. In 1873 and 1874, he was in the House of Representatives, serving the latter year on the Committee on the Liquor Law. Foreseeing the pernicious effects of other methods of distribution, he drafted a bill, the first ever offered in Massachusetts, permitting cities and towns, after limiting the number of licenses, to sell them at public auction. In 1877, he was chosen secretary of the Republican State Committee, and served for two years. In 1880, '81, '82, and '83, Mr. Crocker was a member of the State Senate, and its president in the last-named year. He compiled the "Digest of the Rulings of the Presiding Officers of the Senate and of the House from the Year 1833," which forms a part of the annual "Manual for the General Court." He is also the author of "Principles of Procedure in Deliberative Assemblies" (1889). In February, 1887, he was appointed a member of the State Board of Railroad Commissioners, and served as chairman of the board until January, 1892, when he resigned. During his service the board took an active part in effecting the abolition of grade crossings and of the car stove, and otherwise did much to promote the comfort and safety of passengers and of employés. At the time of his resignation, Mr. Crocker, as chairman of a committee of railroad commissioners, was engaged in an effort to secure the passage by Congress of an act to compel the equipment of freight cars with automatic couplers and continuous brakes, and of locomotives with driving-wheel brakes. In 1889, he was appointed by Mayor Hart as chairman of a commission of three to examine into the operation of the Massachusetts laws relating to taxation. The chief conclusions reached by this commission were: that the attempt to tax municipal bonds results in a loss rather than a gain to the cities and towns issuing such bonds; and that all forms of double taxation ought to be abolished. Mr. Crocker has served as an officer of many business corporations, and is a member of several charitable organizations, of the Phi Beta Kappa Society, and of sundry Boston social clubs. On June 19, 1875, he was married by the Rev. Phillips Brooks to Annie B., daughter of the late Nathan C. Keep, of Boston. They have five children. Mr. Crocker has always shown a great capacity for exhaustive and arduous labor in a field that he makes interesting by the amount of original thought that he puts into his work.

GEORGE GLOVER CROCKER.

ROGER WOLCOTT, lieutenant-governor elect of Massachusetts, was born in Boston forty-five years ago. Receiving his preliminary education, he entered Harvard, where he ranked among the most advanced students. He was chosen class orator. The graduating class of 1870 included such men as Senator Henry Parkman, Assistant Secretary of State Wharton, and Assistant Secretary of the Navy Soley; and Roger Wolcott, who graduated in that year, was looked upon as one of the most promising. At Harvard he received the degrees of A. B. and LL. B., and during 1871–2 was a tutor in that institution. He took up the study of law, but his duties as trustee of various estates, and the management of financial matters, have occupied the greater part of his time. Mr. Wolcott began his public career as a member of the Boston Common Council, serving as a member of that body for three years. In 1882 he was elected to the lower branch of the Legislature, and was re-elected in 1883 and 1884, winning much distinction as a hard worker, and as one who was instrumental in passing many important measures. Although a Republican by virtue of training, Mr. Wolcott has at times shown a spirit of independence rarely seen in men of his position. One of the most noteworthy instances of this was in 1884, when he voted for Grover Cleveland, the Democratic candidate for President; but in 1885 he was a delegate to the Republican State Convention at Springfield. In 1891 he was unanimously chosen president of the New Republican Club, but after serving one year ill-health compelled him to decline a re-election. He has been an active worker in many public movements and has frequently represented his constituents at municipal and State conventions; and, being a pleasing speaker, is frequently called upon to address political and other public meetings. He is an overseer of Harvard College, and a trustee of the Massachusetts General Hospital. Mr. Wolcott is also a prominent figure at the annual Unitarian festivals, and is a regular attendant at King's Chapel. He married Miss Prescott, a great-great-granddaughter of the Colonel Prescott who commanded the provincial troops at Bunker Hill, and a granddaughter of the historian, W. H. Prescott. Mr. Wolcott, himself comes from an old military family, his father being the late J. Huntington Wolcott, descendant of Roger Wolcott, who, in 1725, was second in command in the expedition under Sir William Pepperell against Cape Breton, which resulted in the capture of Louisburg. Another ancestor was Oliver Wolcott, one of the signers of the Declaration of Independence, who fought in the Revolutionary Army against Burgoyne, and was a brigadier-general on the battle-field at Saratoga. Both of these men were governors of Connecticut. In the election of Nov. 8, 1892, Mr. Wolcott was elected lieutenant-governor of the State, as successor to Lieutenant-Governor Haile. By reason of his natural gifts enhanced by study, Mr. Wolcott is peculiarly fitted for the duties of public life.

ROGER WOLCOTT.

IN all measures pertaining to the right of suffrage and calculated to make elections in practice what they are in theory, — an accurate expression of the will of the majority, — Massachusetts has not lagged behind her sister commonwealths, as the Australian ballot law, the corrupt practices act and the law to compel the publication of election expenses demonstrate. With the last of these measures Samuel W. McCall, member elect of the Fifty-third Congress, from the eighth Massachusetts district, is identified. He was born in East Providence, Penn., Feb. 28, 1851. His family on both sides have been prominent in Pennsylvania from its earliest history. He is the son of Henry and Mary Ann (Elliott) McCall. Having fitted for college at the New Hampton (N. H.) Academy, he entered Dartmouth and was graduated in the class of 1874. Mr. McCall then came to Massachusetts and studied law in the office of Staples & Goulding in Worcester, where he was subsequently admitted to the bar. He began the practice of law in Boston in January, 1876, and has ever since continued in his profession except during the period from May 1, 1888, to Jan. 1, 1889, when he was the editor of the Boston *Daily Advertiser*. Mr. McCall was elected to represent Winchester in the lower House of the Massachusetts Legislature in 1888 and 1889, the latter year serving as chairman of the Committee on the Judiciary. He was again returned to the House in 1891, when, as chairman of the Committee on Election Laws, and of the Special Committee on Administrative Boards and Commissions, he became one of the Republican leaders of the House. For several years Mr. McCall had been actively interested in the legislative movement to provide for a compulsory publication of election expenses. At last, largely through his efforts, the bill passed the Legislature of 1892, and became law. It is impossible to determine now just how effective the law will be in purifying political methods, but its results in the campaign of 1892 were conceded by all to have been most salutary. Mr. McCall was also more or less closely identified with many other important measures, and was regarded as one of the ablest debaters in the House. He enjoyed great personal popularity with his fellow-legislators. Having made a study of the theory of politics, and particularly of the suffrage question, Mr. McCall is considered an authority upon the subject. He was a delegate from the old sixth district to the National Republican Convention at Chicago in 1888, when his speech, seconding the nomination of General Graham to the presidency, won him fame as an orator. He was also a delegate to the Minneapolis convention in 1892. In the same year he was nominated for Congress by the Republicans of the eighth district, and was elected over John F. Andrew, the present incumbent. Mr. McCall was married in Lyndonville, Vt., May 23, 1881, to Ella Esther, daughter of Sumner S. and Harriet (Wiley) Thompson. They have five children: Sumner Thompson, Ruth, Henry, Katherine and Margaret McCall. Mr. McCall resides in Winchester.

SAMUEL W. McCALL.

FREDERIC WALKER LINCOLN, seven times mayor of Boston, is a representative of the old school of business men who have kept pace with the world. His father was Louis Lincoln, son of Amos Lincoln, a member of the "Boston Tea Party," and who married a daughter of Paul Revere. His mother was Mary (Knight) Lincoln. At the age of thirteen he was apprenticed to Gedney King, maker of nautical instruments. When twenty-two years old he commenced the manufacture of these for himself and continued in the business until 1882, when he assumed charge of the Boston Storage Warehouse Company, which he still manages. In 1847 he was elected to the State Legislature; re-elected in 1848, and in 1872 and 1874; was a member of the Constitutional Convention of 1853, and from 1854 to 1856 was president of the Charitable Mechanic Association. When it was proposed in 1880 to erect the present building he was earnestly requested to and did accept the office of treasurer. In 1868 he was appointed to the State Board of Harbor Commissioners; for several years he was chairman. For eleven years he was president of the Boston Board of Overseers of the Poor, and in April, 1878, became treasurer, which position he still holds. Mr. Lincoln was one of the original directors of the Continental Bank; is a trustee of the Massachusetts Institute of Technology; vice-president of the Boston Safe Deposit Company; has been treasurer of the Young Men's Benevolent Society for more than forty years; is president of the Franklin Savings Bank; was president of the Massachusetts Charitable Fire Society, the constituted term, a Fellow of the American Academy, and one of the founders of the Young Men's Christian Union, and its second president. He was a member of the Boston Light Infantry, and ranks now upon its honorary roll of veterans. In 1854 he became a director of the Bunker Hill Monument Association, and for ten years, up to 1890, was one of its vice-presidents. In that year he was made president. For nearly forty years he has been treasurer of the Second Church in Boston. His terms as mayor of Boston were: 1858–60, 1863–66. Notable among the public deeds of Mayor Lincoln was the quelling of the draft riots. The Massachusetts Commandery of the Military Order of the Loyal Legion has complimented him for this and similar services by making him a member. He delivered the presentation address as chairman at the unveiling of the first out-door statue in Boston, that of Benjamin Franklin in front of the City Hall; and both Harvard and Dartmouth have conferred upon him the degree of master of arts. The Lincoln School in South Boston is named for him. In May, 1848, Mr. Lincoln married Emeline, daughter of Hon. Jacob Hall. She died the following year, leaving a daughter, Harriet A., now the wife of George A. Coolidge. June 20, 1854, he married Emily C., daughter of Noah Lincoln; their children are: Frederic W., Jr., of the firm of Henry W. Peabody & Co., Mary K. and Louis Revere Lincoln. Mr. Lincoln is a man of wide sympathies and generous impulses.

FREDERIC WALKER LINCOLN.

EVERETT A. STEVENS, railroad commissioner, is a practical railroad man in the literal meaning of the term. He was born in Madison, Me., May 13, 1843, and received his education in the common schools. Though occupying a lucrative position in Montreal, Canada, at the breaking out of the Civil War in the United States, he hastened to take his part in the conflict, and went to the front as a member of Company I, Eleventh Regiment of Massachusetts Volunteers, at the age of nineteen years. He remained in the regiment until it left the front at Cold Harbor, its term of service having expired, and was mustered out on the 24th of June, 1864, in Boston. The Eleventh was an organization to which General Hooker in his reports paid deserved compliments, and it made an admirable record in the Third Corps under General Sickles. The certificate of discharge which Mr. Stevens holds shows that he was mentioned as having displayed conspicuous bravery at Locust Grove, at the crossing of the North Anna River, and in the Wilderness. Returning from the scenes of conflict, he entered the service of the Fitchburg Railroad Company, and passing through the different grades, soon reached the position of locomotive engineer, serving on express passenger trains several years, principally on the Hoosac Tunnel route to the West. Though not an orator, his sound common-sense made him popular with his craft, and he was thrice elected to the office of chief engineer of the Boston division of the Brotherhood of Locomotive Engineers, representing the division in several of the national conventions of the organization, and being twice honored by election to office there. In 1883, he was nominated by Governor Butler as a member of the Board of Railroad Commissioners, receiving the unanimous endorsement of the Executive Council. In 1886, he was nominated by Governor Robinson, again in 1889 by Governor Ames, and yet again in 1892 by Governor Russell, receiving the unanimous vote of approval of the councillors. He is active in the Grand Army of the Republic, having been elected two terms as commander of Post 11, of Charlestown, making the tour of the Pacific at its head in 1886. Mr. Stevens's standing with the soldiers and railroad men has led to other distinction. He was prominent before the legislative committee on color blindness in 1882 and secured the repeal of the law by which every railroad man in the grade of train hands had to submit to a test in color and shade that would have forever incapacitated the eye of the most experienced salesman in dry goods, fancy gloves or ribbons. The test was brought down to the essentials in actual use by railways as signals, night or day. Further, Commissioner Stevens has for some years held the position of president of the Massachusetts Mutual Accident Association, an organization that provides relief for its subscribers or their families in the event of unforeseen bodily mishaps, whether fatal or temporarily prostrating. He succeeded Mayor Gilbert Palmer in that position, which he fills with energy and discretion.

EVERETT A. STEVENS.

THE movement for the popularization of art in America had its origin in Boston. Here, too, the educational development of art as a factor in common-school instruction first began. With both these great movements, the name of Louis Prang is inseparably connected. He has, indeed, been more closely identified with them than any other man. Mr. Prang's career, from his dreamy childhood in a German city, through the many vicissitudes of youth and early manhood to the splendid achievements of his later years, is one of most absorbing interest. Though it is the type of idealist, rather than that of man of affairs, that best represents him and his share in the life of the times, yet his business success has been exceptional. He was born in Breslau, Germany. His father was a calico printer, and the lad early studied chemistry and mechanics and learned the processes of dyeing, color-mixing and color-printing. While yet in his teens he was sent to spend a year in the counting-room of a dyeing and printing establishment in Westphalia, where he gained a knowledge of mercantile affairs. When about twenty years old he was engaged by a large Austrian firm to spend five years in the study of the most advanced methods of dyeing and color-printing practised in England and on the Continent, with a view to organize afterward a manufactory in Bohemia. His investigations were successfully carried out for four years, at the end of which he returned to Germany an enthusiastic advocate of the cause of social democracy. He was the leader of a revolutionary club in 1848, and was obliged to flee from his native country. After being in Switzerland for a time, he came to America, landing in New York in 1850. For a few years he led a precarious existence, but in 1856, embarking in the business of lithography in color, he set out on the road to fortune. In 1864, he began the reproduction of oil paintings by chromo-lithography. For these new creations Mr. Prang coined the word "chromo," a term that has been somewhat roughly used and brought into disrepute by competitors. How the public appreciation of Mr. Prang's work has steadily grown broader and more critical; how the delight in his exquisite Christmas and other holiday cards has increased from year to year; how many an artist, now well known, gained his first recognition at Louis Prang's hands; how his public exhibitions of accepted designs for cards have awakened widespread interest; how he, as the founder of the Prang Educational Company, became a pioneer in the cause of art instruction in the public schools,—all this is part of the country's art history. In recent years, Mr. Prang has been devoting himself with his usual energy, and with the assistance of the best color experts, to a plan for color instruction in the public schools which is being widely adopted. His plans for the further development of art education, to which he devotes a great deal of time and personal attention, are of a very broad nature, his efforts having secured cordial recognition in this country and in Europe.

LOUIS PRANG.

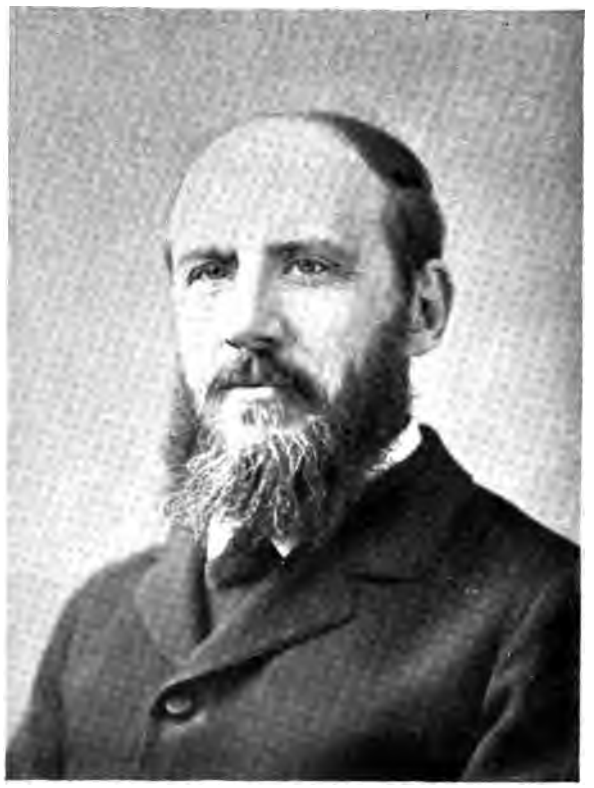
FOR nearly a score of years Joseph Cook has quickened the pulse of Boston's religious and intellectual life. He is probably the most aggressive and original, as he is certainly the most celebrated, defender of the Orthodox faith of the present day. Years ago, when he was in the zenith of his fame as a lecturer, all Boston was eager to hear what Joseph Cook had to say about the latest scientific discovery or theory and its relations to the faith that was once delivered to the saints. And the great audiences that still appear whenever he is announced to lecture or preach are ample proof that his remarkable popularity has not visibly waned. One of the most consummate rhetoricians who ever lived, he is likewise a formidable logician, and can blend an ironclad, unanswerable syllogism with a daring and original metaphor, taking your breath away with his figures of speech and striking you dumb with his logic. Though it has been said of him, that he would effect the reconciliation of science and religion by the complete annihilation of science and the enthroning of religion in its stead, his bitterest opponents must admit that Mr. Cook is fully abreast of the scientific thought of the day. "The Boston Monday Lectureship," established by Mr. Cook at Tremont Temple in 1873, is still continued, his lectures, delivered on eight successive Mondays at noon in the winter time, being attended by thousands. There is scarcely a domain of modern thought that he does not enter, and though his pronunciamentos on politics, social and economic reform, science and religion, have often been the butt of cheap newspaper jokes, they are at least always novel and thought-provoking. Mr. Cook was born at Ticonderoga, N. Y., Jan. 26, 1838, his father being a farmer. In 1858, he entered Yale, but three years later had to give up his studies on account of ill-health. He entered Harvard as a junior in 1863 and graduated in 1865 with high honors. After three years at Andover, he spent an additional year in the study of philosophy, but, although granted a license to preach, he declined all invitations to become the pastor of a church. In 1868 and 1870, he preached at Andover and for a time at Lynn, Mass. Then he went to Europe and studied at various German universities under famous theologians and philosophers. In 1873, on his return to America, he began his course of noonday lectures. These have been published in book form, and have been translated into many foreign languages. The titles of the volumes are: "Biology," "Transcendentalism," "Orthodoxy," "Conscience," "Heredity," "Marriage," "Labor," "Socialism," "Occident," "Orient." During a lecturing tour of the world in 1880, Mr. Cook lectured in Great Britain, and visited Germany, Italy, Greece, Palestine, Egypt and India. He then went to China, Japan, Australia, New Zealand and the Sandwich Islands. In Japan he delivered a number of lectures through an interpreter to Japanese public men. In 1888 he founded *Our Day*, a monthly record and review. He was married in 1877 to Georgie Hemenway, of New Haven.

JOSEPH COOK.

GREAT progress has been made in America during the last half century in the manufacture of meteorological instruments. Improvements and new inventions in instruments have kept pace with the rapid strides that have been made in the science of meteorology — a science that is still in its earliest stages. In almost every observatory and laboratory of the United States, and in many foreign lands, the name of Huddleston is familiar, and it is a name that has grown to be synonymous with perfect accuracy and reliability. By long years of toil, and by unremitting study of the principles of natural science as relating to meteorology and meteorological instruments, John S. F. Huddleston has won for himself the reputation of manufacturing such thermometers, barometers and meteorological instruments generally as cannot be excelled. The story of his uneventful life may be told in a very few words. He was born in London, England, and in his early boyhood days attended the schools there. At an early age his parents came to the United States and settled in Boston. Here he went to school, and his name stands on the roll of the school-boys of that period, he having been a pupil in the old Boston Latin School. After leaving his studies, his time for a number of years was devoted to acquiring a thorough knowledge of the construction of meteorological instruments in every branch. In 1839 he commenced business on his own account, locating on Washington Street. For forty-three consecutive years — and until the demolition of the building — he was on the site where the *Globe* building now stands. Since then his rooms have been in the *Transcript* building. In social life at an early age he united himself with various utilitarian societies, and soon after the revival of Odd Fellowship in the United States, in the early forties, Mr. Huddleston joined the order, being one of the first Odd Fellows in Boston. For nearly fifty years he has kept up an active interest in the order, and has been honored with all its offices. He is also a Free Mason of advanced degrees. In business Mr. Huddleston devotes himself entirely to the manufacture of high-class meteorological instruments, such as are used in colleges, observatories and laboratories, and wherever extreme scientific accuracy is required. His instruments have always taken the highest medals wherever exhibited. In connection with the late Professor Winlock he invented, and is sole maker of, an improvement of the hygrometer, called the hygrophant, an instrument that shows with accuracy and at a glance, without computation, both the temperature and the degree of humidity. In weather bureaus and in laboratories the hygrophant has grown to be almost indispensable, and is considered a valuable addition to the list of meterological instruments. Mr. Huddleston was also the originator of the enamelled back tube, which so markedly improves the legibility of the thermometer, and which is now in use the world over. In all the various meteorological instruments which he makes, attention is paid to a special adaptation to the particular purposes for which they are intended to be used.

JOHN S. F. HUDDLESTON.

THE oldest church of the Swedenborgian faith in New England is the Boston Society of the New Jerusalem, which was established in 1818. Beginning with only twelve members, it has been the parent church of many other societies, and now has a membership of over six hundred. In the seventy-five years of its history, it has had but two pastors, Rev. Dr. Thomas Worcester, and Rev. James Reed. The latter is one of the prominent ministers of the New Church (Swedenborgian) in America, and a well-known contributor to its literature. He was born in Boston, Dec. 8, 1834, and is the son of Sampson and Catharine (Clark) Reed. His father, who was for many years a member of the city government and took an active and leading part in the municipal affairs of Boston, was the son of Rev. Dr. John Reed, who for a long time was settled over the old first parish in Bridgewater (now West Bridgewater). Rev. John Reed's father was also a Congregationalist clergyman, so that Mr. Reed comes of a ministerial family. He received his early education in private schools, and was fitted for college in the Boston Latin School. Entering Harvard in 1851, he graduated in 1855, among his classmates being Phillips Brooks, Robert Treat Paine, and Alexander Agassiz. After graduation he taught for one year in the Boston Latin School, and then studied for the ministry under the guidance of Rev. Dr. Thomas Worcester, pastor of the church of which Mr. Reed's father had always been an active member. After two years' study, he was called to the assistant pastorate of the Boston Society of the New Jerusalem, and was ordained to the ministry in April, 1860. He continued as assistant to Dr. Worcester until the latter's resignation in January, 1868, when he became pastor of the church and has remained there ever since. In addition to his pastoral duties, Mr. Reed has contributed much to New Church literature, and has published "Religion and Life" (New York, 1869), "Man and Woman" (Boston, 1870), and "Swedenborg and the New Church" (Boston, 1880). He was for some time an editor of the "New Jerusalem Magazine." From 1871 till 1875 Mr. Reed served on the Boston School Committee, and one year he drew up the annual report of the Board. He was married, Dec. 19, 1858, to Miss Emily E. Ripley, of Brookline. They have five children living, the eldest son being in business in Boston. The joint celebration of the seventy-fifth anniversary of the Boston Society of the New Jerusalem, and the twenty-fifth anniversary of Mr. Reed's pastorate will be held in 1893, and the event will doubtless be a notable one in the history of the New Church in New England. Though its membership is widely scattered over Boston and the suburbs, and though so many of the churches have been obliged to leave the centre of the city for the Back Bay, the Society of the New Jerusalem still flourishes in its old home on Bowdoin Street, which it has occupied for forty-eight years. Mr. Reed lives in Louisburg Square.



JAMES REED.

COLONEL HENRY LEE, projector and manager of the Union Safe Deposit Vaults, and senior member of the leading banking firm of Lee, Higginson & Co., was born in Boston, the seventh generation in descent from the family of Lee that came to America in the year 1630, and from that time to the present has been prominent in the high social life of Ipswich, Beverly, Salem, Cambridge and Boston. He has maintained a position as a public-spirited and generous citizen, and is now enjoying a vigorous and happy old age. After passing through all the grades of the public and preparatory schools, he entered Harvard University in 1832, and graduated in 1836. His father, also named Henry, who died in Boston Feb. 6, 1867, received the electoral vote of South Carolina as a Whig on the occasion of President Andrew Jackson's second election. His mother was May, daughter of Hon. Jonathan Jackson. He married Elizabeth, daughter of Colonel Perkins. Colonel Lee was among the first to appreciate the advantage of a place of safe deposit for valuables in Boston, and it was mainly through his agency that the system was established there, the institution of which he is the head being the pioneer. It is an enduring monument to his business sagacity, and at the same time the pattern for many others to follow with security and profit. The Massachusetts Lees are closely allied to many of the most distinguished families of the State's earlier and later history, such as those of Winthrop, Saltonstall, Pickering, Higginson, Endicott, and others that have always been social, business and political leaders in Salem, Boston and Cambridge. Colonel Lee has served several terms on the Board of Overseers of Harvard University, and ever took a prominent part in its deliberations and important actions. The Massachusetts Historical Society has long had the benefit of his active membership. From early life he has been interested in dramatic affairs, and of many engagements of high character he has always been a generous and influential patron. Throughout the war for the Union Colonel Lee was an earnest supporter of Governor John A. Andrew, having been on the personal staff of the commander-in-chief for several years as aide-de-camp. In those stirring times a position on the staff meant work, and from such patriotic duty the colonel was not the man to flinch. He and his business associates have often led with their influence and large means in enterprises of a benevolent and educational nature, and the success of many such projects has been mainly due to the examples they set to their wealthy fellow-citizens in this and other Massachusetts communities. An ardent lover of nature, Colonel Lee passes a good portion of his leisure on his large and beautiful estate at Chestnut Hill, Brookline, a region noted for its scenic surroundings. Colonel Lee has always been identified with the highest intellectual and artistic life of New England, and throughout the financial world, on both sides of the Atlantic, the name of Lee, Higginson & Co. represents solid worth and enterprise.

HENRY LEE.

WHEN President Harrison, in April, 1892, appointed Thomas Jefferson Coolidge, of Boston, to succeed Whitelaw Reid as minister of the United States in Paris, the appointment was in the nature of a gratifying surprise, though the wisdom of the choice was immediately recognized. Mr. Coolidge inherited at once the blood of the first families of Massachusetts and of the first families of Virginia. His maternal great-grandfather was Thomas Jefferson, and his paternal grandfather was Joseph Coolidge, descendant of one of the distinguished families of New England. T. Jefferson Coolidge was born in Boston in 1831, the son of a prosperous China merchant. His early education was obtained in France and Germany. Returning to this country when about fifteen years old, he entered Harvard, and graduated in the class of 1850. Mr. Coolidge's career has been almost entirely one of business. Up to the time of his appointment as minister to France he had held but two public posts—park commissioner of Boston and delegate to the Pan-American Congress. After graduation, he entered the East India trade, embarking in business with the late Joseph Gardner. In 1858 he accepted the presidency of the Boott Manufacturing Company, with large cotton mills at Lowell. The company was then in a weak financial condition, but before he left it, two years later, he had rebuilt the mill and established the business on a firm footing. He then went abroad, and after several years' residence in France, returned to this country and took charge of the Lawrence Manufacturing Company. In 1880 he gave up most of his manufacturing interests and for a time was president of the Atchison, Topeka & Santa Fé Railroad while the company was making a struggle for existence. He tided it over its worst period and then resigned and spent a year in Europe. On his return he accepted the presidency of the Oregon Railway & Navigation Company, which he held temporarily. He has been identified with the Amory and the Dwight Manufacturing companies, and has been director in the Boston & Lowell, the Chicago, Burlington & Quincy, and other railroads, and in many banking enterprises. Mr. Coolidge has been a Republican for about ten years, but he has never been prominent in politics. His son, T. Jefferson Coolidge, Jr., was one of the leading spirits in the establishment of the Young Men's Democratic Club of Massachusetts, and there was in consequence frequent misunderstanding of the father's position. Minister Coolidge has been noted for his philanthropy, being prominent in the public charities of Boston. At Harvard he erected the Jefferson Physical Laboratory, and to the town of Manchester (Mass.) he gave a public library. He is an overseer of Harvard College, a member of the Somerset Club and of the Harvard University Club, of New York. He married a daughter of William Appleton, one of Boston's great merchants. They have four children: T. Jefferson Coolidge, Jr., president of the Old Colony Trust Company; Mrs. Lucius Sargent, Mrs. Fred. Sears, Jr., and Mrs. Thomas Newbold.

THOMAS JEFFERSON COOLIDGE.

THE career of Thomas B. Fitzpatrick, who has an honored name in the mercantile world, and who in the Irish national and other philanthropic causes is a tower of strength, illustrates vividly the fact that the doors of success are barred to none who will honestly and perseveringly strive to enter. He was born in Grafton, Mass., Dec. 17, 1844, the son of Mary and Patrick Fitzpatrick. In his youth the family moved to Hopkinton, and here young Fitzpatrick worked on his father's farm nights and mornings, and walked three miles each way daily, to attend the Hopkinton High School. He was able to go during the fall and winter terms only of each year, but he finished the course and was the first Catholic boy to graduate from the school. That was in 1861, and he was the valedictorian of his class. The same indomitable energy that he had displayed in getting an education in spite of the difficulties, characterized his business life from the start. He came to Boston and found employment at two dollars a week as errand boy for the firm of E. D. Bell & Co., supplementing his meagre salary by working evenings. Schofield, Barron & Co., dealers in fancy dry goods, soon discovered his merits and sent him to New York, when he was about twenty years old, to take charge of their branch office there. Before he had attained his majority he was admitted to the firm. On the dissolution of the partnership, Mr. Fitzpatrick went to the firm of Mason, Tucker & Co., Boston, as travelling salesman, and built up a large trade for them in the New England States. In July, 1872, he became connected with Brown, Dutton & Co., in the same capacity. After the great fire of that year the present firm of Brown, Durrell & Co., dealers in fancy dry goods, was formed by Messrs. Brown, Durrell and Fitzpatrick, the two latter gentlemen enjoying an equal interest with Mr. Brown. The firm, starting with a comparatively small capital, has built up a business of over five million dollars annually, which is more than double that of any other Boston house in the same line, and one of the largest in the United States. The active management of the business is in the hands of Messrs. Durrell and Fitzpatrick, the senior partner attending to the financial matters of the firm. For many years Mr. Fitzpatrick has been prominent in all movements for the welfare of the Irish people, being intimately associated with the great leaders both in America and in Ireland. He was for a long time president of the Municipal Council of the Irish National Land League; has been president of the Catholic Union, the most influential Catholic organization in Boston; director of the Working Boys' Home; is a member of the Catholic Order of Foresters, of the Charitable Irish Society, and of many other organizations; director of the Union Institution for Savings, and also of the Newton Co-operative Bank, which he helped to establish. Mr. Fitzpatick was married in 1875 to Miss Sarah Gleason, of Fitchburg. They have seven children, five sons and two daughters, for whom Mr. Fitzpatrick has established and maintains, at his home in West Newton, a private school, one of the few of its kind in America.

THOMAS B. FITZPATRICK.

VERY REV. WILLIAM BYRNE, D. D., vicar-general of the archdiocese of Boston, is one of the best known of American churchmen. Dr. Byrne was born in Kilmessan, County Meath, Ireland, in 1835, went to Baltimore in 1852, and went into business; but finally, convinced of his call to the priesthood, left a good position and brilliant prospects. He pursued his ecclesiastical studies at Mt. St. Mary's College, Emmittsburg, Md., and was ordained for the diocese of Boston, Dec. 31, 1864. For some time before his ordination, and for a year thereafter, he was professor of mathematics and Greek at the college. He was recalled to Boston late in 1865. The Rt. Rev. John J. Williams, after his consecration as Bishop of Boston, March 11, 1866, appointed Father Byrne chancellor of the diocese. Later he was made pastor of St. Mary's, Charlestown. Dr. Byrne had the privilege, on June 6, 1875, of officiating at the first Catholic religious services ever held in the State Prison, Charlestown. On the death of the Very Rev. P. F. Lyndon, April 18, 1878, Dr. Byrne succeeded him in the office of vicar-general. In 1880 he was induced to accept the presidency of Mt. St. Mary's, Emmittsburg, Md., in order that he might extricate it from financial difficulties. This he accomplished in three years and won the grateful esteem of the whole American episcopate and priesthood. On his return to Boston, he succeeded to the pastorate of St. Joseph's. Dr. Byrne was the founder of the Boston Temperance Missions. He was administrator of the archdiocese during Archbishop Williams' visits to Rome in 1883 and 1887; he also represented the archbishop in Rome at the Golden Jubilee of Pope Leo XIII., in 1888. While in Rome he received many marks of special favor from the authorities there. At the St. Patrick's day banquet in London in 1888, he responded to the toast "The Irish in America." Dr. Byrne is a clear and vigorous writer. The chapter on "The Roman Catholic Church in Boston," in "The Memorial History of Boston," is from his pen; and his new book, "Catholic Doctrine," has received the highest commendation from Archbishop Williams, Cardinal Gibbons, and other high authorities. He is often called upon to state the Catholic attitude toward burning questions. Some years ago the Universalist ministers of Boston sent him an invitation to prepare a paper to be read before one of their conferences, to which he responded by an admirable address on "Aids to Practical Piety," which was very well received. Early in 1892, Dr. Byrne accepted an invitation to a students' conference at Harvard University, and read before them a masterly paper on "Authority as a Medium of Religious Knowledge." Dr. Byrne was one of the closest friends of the brilliant John Boyle O'Reilly, and projected and carried out successfully one of the most interesting memorials to the lamented dead — the portrait bust, executed by the sculptor Samuel Kitson, in the Catholic University. He has lately published, in "Donahoe's Magazine," a paper on the school question that has attracted much attention.

WILLIAM BYRNE.

THOUGH not born or reared under the Arcadian influences that have shaped the lives of so many of Boston's men of letters, Thomas Bailey Aldrich, now in his sunny prime,— the most pointed and exquisite of living American lyrical craftsmen,— is justly awarded a place at the head of the younger art school. As editor for several years of the "Atlantic Monthly," he was one of the central figures in a group that included the most famous names in American literature. And since his retirement from editorial duties his pen has been as busy as ever before. A poet of inborn taste, a votary of the beautiful, many of his delicately conceived pieces are unexcelled by any modern work, and they illustrate the American instinct which unites a Saxon honesty of feeling to that artistic subtilty in which the French surpass the world. His shorter tales and sketches, finished like so many poems in prose, are as sparklingly original as they are delightful for the the airy by-play, the refined *nuances*, of a captivating literary style. Thomas Bailey Aldrich was born a poet. That happened Nov. 11, 1836, at Portsmouth, N. H., the "Rivermouth" of his stories, and before he had reached the age of nineteen he gave, in "The Bells," the first proof of his birthright. He began a course of study preparatory to entering college, but relinquished his purpose on the death of his father, and undertook mercantile life in the counting-room of his uncle, a merchant in New York. The muse, however, was not to be balked. He remained with his uncle three years, and during this period frequently contributed verses to the New York journals. A collection of his poems was published in New York in 1855, the volume taking its name from the initial piece, "The Bells." A most successful poem, "Baby Bell," published in 1856, was generally copied throughout the entire country, and perhaps it was the favor with which it was received that induced him to abandon mercantile pursuits for a literary career. He obtained a position as reader for a publishing house, and became a frequent contributor to the New York *Evening Mirror*, the "Knickerbocker," "Putnam's Magazine," and the weekly newspapers. In 1856 he joined the staff of the New York *Home Journal*, which was then under the management of Nathaniel P. Willis and George P. Morris. He continued in this position three years, during which time his pen was busy, many of his poems and stories becoming popular favorites. In 1866 he came to Boston to take the editorial charge of *Every Saturday*, and in 1881 was called to the editorship of the "Atlantic Monthly," to succeed W. D. Howells. Mr. Aldrich's best-known prose works are: "The Story of a Bad Boy," which is in some degree autobiographical, and which, under the name of "The Young Desperado," was contributed to "Our Young Folks" many years ago; "Prudence Palfrey," and "Marjorie Daw, and Other Stories." Translations of his books have had a wide circulation in Europe. He was married in 1865, has two sons, twins, and lives in a beautiful home at No. 59 Mt. Vernon Street. His readers are familiar with the name of Ponkapog, his summer residence.

THOMAS BAILEY ALDRICH.

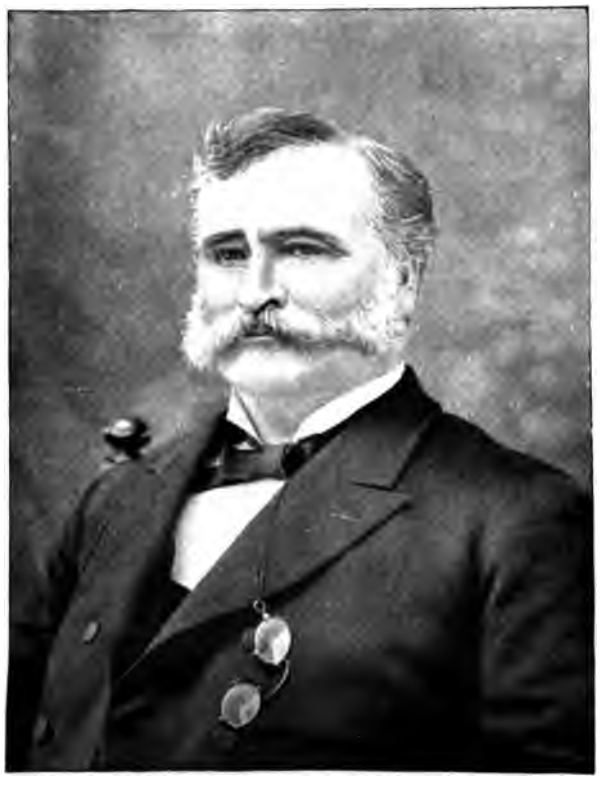
JOSEPH O. BURDETT, who is prominent in the councils of the Republican party of Massachusetts, was born in Wakefield (then South Reading), Middlesex County, Oct. 30, 1848, being the son of Joseph and Sally (Mansfield) Burdett. His early education was obtained in the public schools of Wakefield, and in 1867 he entered Tufts College, at Medford. He was a very hard-working student here, and was graduated second in his class, notwithstanding the fact that he had to be absent nearly one half the time to earn the money necessary for the other half. He took up the study of law immediately upon his graduation, in the office of Judge Hammond, then city solicitor of Cambridge, and in the same year entered the Harvard Law School. On April 19, 1873, he was admitted to the bar in Middlesex County, and during the following year practised with Judge Hammond. In 1874 he moved to Hingham. where he now lives, and in the following year opened an office in Boston, where his great industry and integrity soon built up for him a lucrative practice. For more than fifteen years he has been a member of the Hingham School Board, and its chairman for more than ten years. In public affairs Mr. Burdett has always taken an active interest, and this has led him several times into public office. Hull and Hingham, in 1884, sent him to the lower branch of the General Court, and in that term of service he was chairman of the Committee on Public Service. He reported a civil service bill which, largely through his earnest and intelligent labor, became the law of the State, it being most persistently fought at every stage of its progress toward passage. In the following year he was re-elected, and while retaining his position as chairman of the Public Service Committee, he was also a member of the Judiciary Committee. In the more important debates in the House that year he was prominent. In 1886 Mr. Burdett was made a member of the Republican State Central Committee, and in that body he showed a political shrewdness and capacity for organization and effective work which won deserved recognition. When the committee was reorganized, in 1889, he was unanimously elected chairman, and remained in that position three years, serving with fidelity and energy. The next year his growing business called him away from the scene of active politics, and he again devoted himself to the profession which he graces, and in which he has gained much prominence. Mr. Burdett has considerable aptitude for business, and is director of the Rockland Hotel Company, which owns the two beautiful and famed hotels at Nantasket,—the Nantasket and Rockland houses. He is also a director in the Weymouth Light and Power Company, which furnishes light to the towns of Weymouth and Hingham. He is now actively engaged in the practice of law in Boston. In 1874, upon his removal to Hingham, Mr. Burdett married Ella, daughter of John K. and Joan J. Corthell, of that town. His three children are: Harold Corthell, Edith Mansfield, and Helen Ripley Burdett.

JOSEPH O. BURDETT.

NEARLY three generations of Bostonians have been trained to love the choral classics given by the venerable Handel and Haydn Society, of which Carl Zerrahn is the leader. There can be no doubt that much of the progress of the society, from its crude beginning in 1815 to the lofty ideals and achievements which it attained within two or three decades after its foundation, was due to the influence of German musicians, just as it has reached the high-water mark of its efficiency under the artistic direction of the German who is still at the post which he accepted in September, 1854. For more than a generation Carl Zerrahn has, by virtue of his position as conductor of the society, been the most conspicuous chorus leader in America. He was born in Malchow, in the grand duchy of Mecklenburg-Schwerin, July 28, 1826. He began the study of music when he was twelve years old, under F. Webber, in Rostock, and subsequently studied in Hanover and Berlin. The agitated state of the country about the time he attained his majority, culminating in the revolution of March, 1848, had a serious effect on the musical interests of Germany, and influenced many to seek refuge in America. Among others, Mr. Zerrahn, and about a score of kindred spirits, determined to leave the Fatherland and organized what was known as the Germania Musical Society. They visited London, where a series of entertainments was given with distinguished artistic success. In August, 1848, they left London for the United States, and gave a series of sixteen concerts in New York and Brooklyn, meeting with unbounded success. The series closed in November, after which they visited Philadelphia, Baltimore and Washington, and then came to Boston, where their success was such as to cause the number of their concerts to be extended to twenty-two. Subsequently the company appeared many times in conjunction with Madame Sontag, Ole Bull, and other distinguished artists. In 1854 the company disbanded, and in a short time Mr. Zerrahn was appointed conductor of the Handel and Haydn Society. In 1866 he was chosen conductor of the Harvard Symphony Association. He has also been conductor of the Philharmonic Society, of the Salem Oratorio Society, of the Lynn Choral Union, of the Taunton Beethoven Society, and of the Exeter Choral Union. For many years he has been teacher of classes in the art of conducting, harmony, composition, etc., at the New England Conservatory of Music. He was prominently engaged in the management of the Peace Jubilees of 1869 and 1872. He has also had exclusive control over the Handel and Haydn Triennial Festivals. Thoroughly familiar with all the great vocal and instrumental works, he is equal to any emergency, and when he waves his baton he is as calm as a summer morn, every movement and wave of his hand indicating as thorough a knowledge of and preparation for the important work of any particular occasion as though no other care had ever engaged his attention. Carl Zerrahn's honorable place in the history of music in America is firmly established.

CARL ZERRAHN.

LAWYER, politician and business man, Halsey J. Boardman is one of the active figures in the life of contemporary Boston. He was born May 19, 1834, in Norwich, Windsor County, Vt., the son of Nathaniel and Sarah (Hunt) Boardman. His earliest ancestor in this country was Samuel Boardman, a Puritan, who settled in Connecticut in 1631. In the public schools of his native town he was fitted for Thetford Academy, and graduated from that institution in 1854 as the valedictorian of his class. Entering Dartmouth College in the same year, he graduated in 1858 with high honors. After teaching the high school in Leominster, Mass., one year, he continued, in the office of Norcross & Snow at Fitchburg, and later with Philip H. Sears at Boston, the study of law, which he had pursued while teaching. Admitted to the Suffolk bar in 1860, he began the practice of law, in Boston, as senior partner of the firm of Boardman & Blodgett, this relation continuing until the elevation of the junior partner, Caleb Blodgett, to the bench of the Superior Court. Subsequently, Stephen H. Tyng was admitted as partner, and later Frank Paul. Mr. Boardman is now in practice alone. During the past few years he has been engaged in various manufacturing and railroad interests, which have necessitated frequent and prolonged absences from the city and State. His business and legal talents have made him influential in many quarters. He is president of the Duluth & Winnipeg Railroad Company, and a director of several other railroad corporations. He is also president of the Evans Coal Company, a large producer of anthracite coal in Pennsylvania; president of the Commercial Mining Company of Colorado, and director of the Boston Marine Insurance Company. Mr. Boardman has been repeatedly called by his fellow-citizens to public office. From 1862 to 1864 he was commissioner of the Board of Enrolment, under President Lincoln, for the fourth Congressional district. He was also chairman of the Republican Ward and City Committee of Boston in 1874, member of the Common Council, and its president, in 1875; Republican candidate for mayor in the same year; member of the lower House of the Massachusetts Legislature from 1883 to 1885 inclusive. In the House he was a member of the Railroad Committee during his entire term, and House chairman during the last two years. In this capacity he was instrumental in securing a large amount of legislation calculated to improve the railroad service in this State, notably provisions for the change of railroad crossings, safety couplers on freight cars, regulations against discrimination in freight rates, and for improvement in signals and precautions enforced against color blindness, — all matters involving exhaustive examination and sound judgment. He was elected to the State Senate in 1887 and 1888, and was president of that body both years. Mr. Boardman's influence upon the railroad legislation of Massachusetts has probably been as great and far-reaching as that of any other man. He was married in 1862 to Miss Georgia M. Hinman, of Boston. They have two daughters.



HALSEY J. BOARDMAN.

JOHN M. GRAHAM, president of the International Trust Company, was born June 25, 1843, of Scotch parents, coming with them to this country when he was ten years of age. From a long line of pure Scotch ancestry he inherited those strong traits of character that have enabled him to win a conspicuous place among American financiers. He was educated in the Fitchburg, Mass., public schools, and in 1860 was appointed librarian of the Fitchburg Public Library, at the same time beginning the study of law. He gave so good satisfaction as assistant librarian that in 1861 he was elected as chief librarian over his former superior and competitor, receiving a unanimous re-election in 1862 and again in 1863, when he resigned to accept a position in the Rollstone Bank of Fitchburg. He continued the study of law, expecting to be admitted to the bar when he became of age, but the attractions of banking proved too strong, and he relinquished all thoughts of a legal career. As assistant cashier and as cashier he remained with the bank — which meanwhile had become a national bank — until 1881, when he resigned to take up the business of the negotiation of municipal bonds and loans and commercial paper in Boston. In this he was very successful, his faculty of investigation making him a good judge of credit, and he always refused to negotiate any loan the quality of which was the least in doubt. In 1881 he was invited to the presidency of the International Trust Company, which had been chartered and begun business in 1879, but had not been eminently successful. Its capital stock was $300,000, selling on the market at eighty cents on the dollar, the deposits amounting to about $500,000. After an investigation, Mr. Graham became satisfied that with good management the company could be made a success, and therefore, on March 1, 1882, he accepted its presidency. Putting his characteristic energy, industry and perseverance into the work, and surrounding himself with an able and conservative board of directors, the company soon entered upon a career of unexampled prosperity. To-day the company, under his management, with its capital of $1,000,000, its surplus (reserved earnings) of $700,000, other undivided profits of $242,000, with deposits of nearly $6,000,000, and trust deposits of over $1,000,000, stands second to no other financial institution in the city in the character of its officers and directors, its conservative management, financial standing and public esteem. The company is also the only trust or safe deposit company in the city owning its own business quarters, which in this case is not only the most beautiful office building in Boston, but is, at the same time, a credit to the broad, liberal and far-seeing management of the company, and a monument to its president, who by his ability, energy and perseverance, has contributed so much to its remarkable success. Although with an experience of over a quarter of a century in the profession of banking, Mr. Graham is still a young man, older than he looks, but with excellent health and a great capacity for work.

JOHN M. GRAHAM.

CONSPICUOUS among the men of foreign birth who have helped to maintain the high standing of Massachusetts in the commercial and manufacturing world is Robert Bleakie, who was born in Rutherglen, Scotland, Aug. 1, 1833. At the age of fourteen he accompanied his father to Amesbury, Mass., where the latter had been engaged by the Amesbury Manufacturing Company to start for them the making of fancy cassimeres. Young Bleakie had already gone through the training of bobbin winding and power-loom weaving, and had served an apprenticeship as a hand-loom weaver, so he, too, went to work in Amesbury on the power looms. He remained here four years, and in 1852 went to Providence, R. I., where he found employment at $1.08 a day in the Elm Street Mill. In 1858 John W. Stitt & Co., of New York, engaged him to take charge of their factories at Franklin, N. J., where he was highly successful in his relations with both employers and employees. In 1860 he hired a cotton batting mill at Tolland, Conn., and fitted it up as a one-set woollen mill, starting thus in business for himself. The venture proved to be very successful, and flattering offers were made to induce Mr. Bleakie to return to Rhode Island. The negotiations were abandoned, however, and Mr. Bleakie went to Hyde Park, Mass., where he assumed the management of the Hyde Park Woollen Company's mill. He retained this position until 1873, when the mill was destroyed by fire. During the next two years Mr. Bleakie visited and inspected a large number of mills throughout New England in the capacity of an expert. The foundation of the present firm of Robert Bleakie & Co. was laid in 1875, when Robert Bleakie, John S. Bleakie, and C. F. Allen purchased the Webster Mill at Sabattus, Me., and afterwards acquired the Amesbury mills. In 1878 the firm bought and enlarged the Hyde Park Woollen Company's property. No woollen manufacturing firm in the United States stands higher in the market than Robert Bleakie & Co.

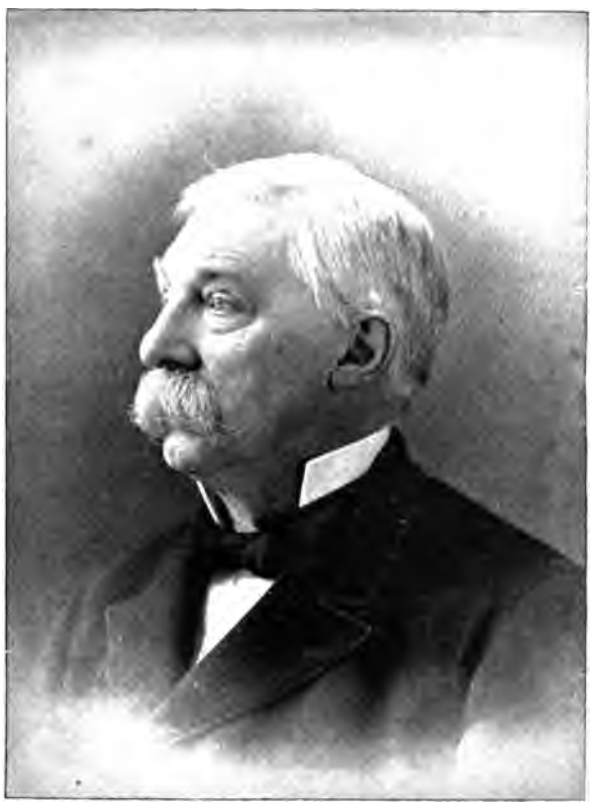
ROBERT BLEAKIE.

Though for years engrossed in the cares of a large manufacturing business, Mr. Bleakie has always taken a lively interest in the laws that govern trade, and has made for himself a reputation as an original and vigorous thinker on the tariff question, to which he has given much attention. He is an advocate of tariff reduction and of free raw materials. His published letters on this subject in 1888 and in subsequent years have done much toward changing the sentiment of New England manufacturers on the tariff question. Mr. Bleakie has frequently been honored with offices of trust by his fellow-citizens. He is chairman of the Hyde Park Board of Selectmen, president of the Hyde Park Savings Bank, and of the Hyde Park Water Company, and vice-president of the Massachusetts Tariff Reform League. He has also been an executive officer of the Woollen Goods Association of New York City. In 1860 Mr. Bleakie married Miss Isabella Henderson, who died in 1880, leaving him three children. In 1882 he married Miss Mary A. Wetherell, by whom he has one son.

AMERICAN machinery leads the world. The American machinist is consequently the first in his class. A man of the times is Benjamin Franklin Radford. He is a machinist of the best school. When, in 1872, the American Tool and Machine Company found it necessary to remove from Woburn and erect in Hyde Park a new and enlarged foundry department, Mr. Radford had been connected with the corporation for eight years. No better illustration of the value of having such a man at the helm can be given than the fact that the first year in Hyde Park the company employed but twenty-four men, while today it gives employment to about two hundred and seventy-five men at Hyde Park, in addition to one hundred and twenty-five at its Boston shop. The weekly pay-roll, in Hyde Park alone, is about three thousand dollars. Handsome buildings have been erected for the various departments of the company's works. This business, turning out implements of world-wide fame, has been built up with Mr. Radford in charge of its destinies, first, as superintendent of construction, and now as president and general manager. Benjamin Franklin, son of Daniel and Dorcas (Barton) Radford, was born in Portland, Me., Oct. 11, 1827. At the age of twelve he was placed with a farmer in East Limington, Me., to serve until he became of age, but in 1842 he was released from this obligation, and began to learn his trade as a machinist in Manchester, N. H., being then fifteen years old. In 1846 he removed to Gloucester, N. J., and, still in his teens, became a contractor for the manufacture of cotton machinery, employing from twenty to fifty men. From 1850 to 1857, Mr. Radford was employed in and about Boston, part of the time as superintendent for Howard & Davis, manufacturers of clocks and sewing machines. In 1858 he entered the firm of George H. Fox & Co., of Kingston Street, Boston. In 1864 this firm transferred its business to the newly organized American Tool and Machine Company, which corporation Mr. Radford has steadily steered into the waters of prosperity. Mr. Radford is a potent factor in the social, political, and industrial interests of Hyde Park. Besides being one of the associate incorporators of the Hyde Park Savings Bank when it was organized in 1871, Mr. Radford was one of its vice-presidents from 1871 to 1874, and again from 1888 to the present time. He also served as trustee and member of the Board of Investment from 1880 to 1887. He was an incorporator of the Hyde Park Water Company, of which he is a director; was president of the Waverly Club from its inception to 1890; is a member of Hyde Park Lodge, F. and A. M., and has been one of the vice-presidents of the Hyde Park Historical Society since its formation. He is a man of robust temperament, strong and sturdy. With a frank and pleasant manner, he is popular among his townsmen and business associates, and his force of character has made him a natural leader. In religion Mr. Radford is a Methodist. In politics he is independent. Mr. Radford is happily married, and his marriage has been blessed with children.

BENJAMIN F. RADFORD.

ALANSON WILDER BEARD, collector of the port of Boston, was born in Ludlow, Vt., on Aug. 20, 1825, being the son of James and Chloe Bartlett (Wilder) Beard. In 1835 Mr. Beard's parents removed to Stockbridge, and there he was bred as a farmer's son. At home and in the public schools he gained his education, and from the age of seventeen to twenty-one he taught in the public and private schools. In the spring of 1847 he made his first business venture, becoming proprietor of the "general store" at Pittsfield, Vt. In April, 1853, he sold his interest in this and removed to Boston, where he entered the wholesale clothing business in September, as a salesman for Whiting, Kehoe & Galloupe. In the spring of 1856 he went into business for himself, as a wholesale clothing dealer, and continued in the trade until 1879. He is still connected with the clothing business, having a store in Lowell. Mr. Beard early took an interest in public affairs, a goodly part of his life has been devoted to public service, and he has been signally honored, politically. While resident in Pittsfield, Vt., he held several local offices from 1847 to 1853, and was postmaster of that place from 1848 to 1854. In 1864 he was made a member of the Republican State Central Committee of Massachusetts, and succeeded himself in 1865, 1866, 1883 and 1884. In 1875, 1876 and 1885 he was chairman of that committee. In 1870 and 1871 he was a member of the House of Representatives from Brookline, and from Boston in 1884 and 1885. In 1870 he was chairman of the Committee of Mercantile Affairs; in 1871, on prisons; in 1884, on taxation, and in 1885 on finance. In all these four years he was a member of the last-named committee. In 1871 Mr. Beard started an agitation for the exemption of mortgage notes from taxation, and this he kept up persistently until, in 1881, the law of exemption was passed, and much of the credit for this valuable public measure is due to him. Mr. Beard was a delegate to the National Republican Convention at Chicago in 1868, and again in 1888, being in the latter year a member of the Committee on Resolutions, and one of the sub-committee to draft the same. In 1878 he was appointed collector of the port of Boston and served as such four years. In 1885 he was elected treasurer of the Commonwealth, and re-elected in 1886 and 1887, when he declined a re-nomination. In 1890 he was again made collector of the port by President Harrison. In the councils of the Republican party Mr. Beard stands very high, and his integrity is frankly acknowledged by his political opponents. He is a most effective speaker on political subjects, and for many years has taken an active part in every political campaign in Massachusetts, his speeches on the stump and at various gatherings of his party being remarkable for their clearness, vigor, and aggressiveness. He is a thorough Republican of the "old school." Mr. Beard was married in 1848 to Mary Calista, daughter of Harvey and Sophia (Roberts) Morgan. James Wallace (deceased), Amherst Wilder (deceased), and Charles Freeland Beard were the children of this union.



ALANSON WILDER BEARD.

IN most essential respects the Boston *Journal* is an ideal newspaper, combining as it does reliability with enterprise and brilliancy. The influence which it wields to-day in New England is largely due to the ability of its general manager, Stephen O'Meara, who has done much to improve its various departments, introduced new machinery and methods, changed the old-fashioned folio to a modern quarto, greatly enlarged its resources, and materially increased its circulation. Mr. O'Meara was born in Charlottetown, Prince Edward Island, July 26, 1854, and came to Boston with his parents when he was ten years of age. He was educated at the Harvard Grammar School and at the Charlestown High School, from which he graduated with honors. His regular newspaper career began the day after he left school, for he was at once engaged as Charlestown reporter for the Boston *Globe*, a few months later becoming a member of the reportorial staff. He remained on the *Globe* until December, 1874, when he resigned to accept a position as shorthand reporter on the Boston *Journal*. His work as political reporter gained for him a substantial reputation, and in May, 1879, he was promoted to the position of city editor. In 1881, after the death of Managing Editor Stockwell, Mr. O'Meara was advanced to the post of news editor, a position which gave him the immediate direction of all reporters and correspondents, and the supervision of the work of all persons engaged in the collection and handling of news for the *Journal*. He filled this position for ten years, and on July 1, 1891, became general manager of the paper, when failing health necessitated the resignation of the late Colonel W. W. Clapp. Mr. O'Meara was for two years president of the Charlestown High School Association, and in 1885 he was the orator of that organization at its annual reunion. He was the first instructor in phonography in the Boston Evening High School, in which capacity he served with marked success for four years. He has been auditor and is now treasurer and a member of the executive committee of the New England Associated Press. His interest in journalism and his popularity among newspaper men are evidenced by the fact that within a few months after the organization of the Boston Press Club he was elected its president, in which position he remained for three years. He is at present secretary and treasurer of the Boston Daily Newspaper Association, which is composed of the managers of the Boston daily papers. Mr. O'Meara is a trustee of the Massachusetts State Library by appointment of Governor Brackett. He has been a member of the executive committee of the Republican Club of Massachusetts, and served as member-at-large of the Committee on Resolutions at the Republican State Convention of 1891. In 1888, the honorary degree of master of arts was conferred upon him by Dartmouth College. Mr. O'Meara was married, in 1878, to Miss Isabella M. Squire, of Charlestown, where he now resides with his family of three children. His brother is Henry O'Meara, the poet and journalist.

STEPHEN O'MEARA.

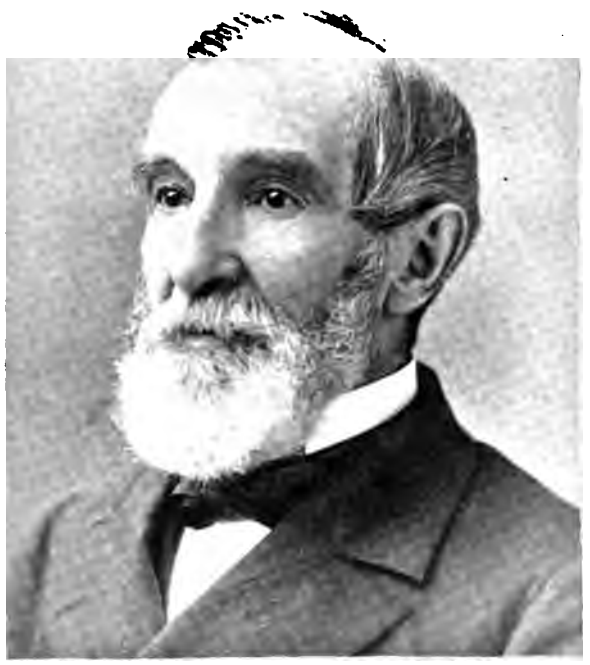
THE city of Boston is recognized distinctly as a musical, as well as an art and educational centre, and it is there that the science of manufacturing musical instruments of the highest standard and most subtile mechanical nicety has reached its greatest development. The man whose skill evolves a perfect musical instrument deserves proper recognition from the people of his day and generation. Henry F. Miller was one of the early manufacturers of pianofortes in Boston. He was born in Providence, R. I., Sept. 4, 1825, and was the son of Edward F. and Charlotte Hitchcock Miller. In his youth he received a superior general education, but it was, without doubt, his especial fondness for music that determined his subsequent career. His first business occupation was that of practical watchmaker in his father's establishment in Providence, where his inventive genius and skill as a fine mechanician won him much local reputation. He married Frances Virginia, daughter of Captain George Child, of Providence, R. I., and had seven children, five sons and two daughters. In 1863 Mr. Miller established a pianoforte manufactory in Boston, after having had, for many years previously, a large experience with some of the piano makers of that city. From the outset he determined to build instruments of the highest grade only, whose merits would secure recognition from the musical world. The beautiful quality of tone produced in the pianos he manufactured instantly commanded the admiration and patronage of many prominent musicians, and his business had a permanent and steady growth. To-day the reputation of these instruments is identified with concerts of the highest grade everywhere, being especially conspicuous in the orchestral concerts which are receiving such marked attention in the larger cities of the country. In Boston the warerooms are in the handsome building at No. 156 Tremont Street, and there are branch establishments in Philadelphia and Cincinnati. The manufactory is at Wakefield, Mass., a suburb of Boston, where the plant covers over an acre of ground, and contains every facility for the finest work. The business has steadily prospered, and for a long time the house has been recognized as one of the leading establishments in its line of business. Mr. Miller, soon after starting his business, was joined from time to time by his five sons, as they came from school and college; the younger sons are graduates of the Massachusetts Institute of Technology, where they completed the full course with credit. The sons have all been thoroughly trained in the making of pianofortes, and, together with Mr. Joseph H. Gibson, who was associated with Mr. Miller from the start, have present charge of the business. Mr. Miller died in 1884, when the business was reorganized under the corporate name of the Henry F. Miller & Sons Piano Company, whose officers are as follows: president, Henry F. Miller; treasurer, James C. Miller; clerk, William T. Miller; superintendent, Joseph H. Gibson; assistant superintendent, Edwin C. Miller; directors, H. F. Miller, J. H. Gibson, W. H. Miller, J. C. Miller.

HENRY F. MILLER.

EUGENE TOMPKINS, manager and sole owner of the Boston Theatre, and manager and half owner of the Academy of Music in New York, comes to his position by right of natural ability and by virtue of inheritance. He was born in Boston, Sept. 28, 1850, and was educated at the Chauncy Hall School. Graduating with high honors, he engaged for a short time in mercantile pursuits, which he soon relinquished to enter upon a managerial career under his father, who had been for many years at the head of the Boston Theatre. In 1877 he made his first important venture. While on a visit to Europe he saw "The Exiles," and secured the American rights to the play from Sardou. It was brought out at the Boston Theatre under his direction, was a pronounced success, and gave him at once repute as a young man of excellent judgment. In 1878 Mr. Tompkins began his active connection with the Boston Theatre, and from that time his managerial record has been distinguished by some of the greatest successes that the American stage has known. The noted Boston Theatre productions that have been brought out by him have excelled in brilliancy and effectiveness of stage presentation, and in artistic and financial success, anything of the kind produced elsewhere during this period. The list includes "The Soudan," which had the phenomenal run of one hundred and sixty-nine nights in Boston. The magnificence with which he invested "The Black Crook," in 1892, at the New York Academy of Music, is the talk of the profession. Probably no manager of Mr. Tompkins's years carries at the present time such varied and important interests, and manages them so successfully. His business methods are direct and straightforward, and he enjoys the confidence of all who come in contact with him. He is of an unassuming disposition, and accomplishes his purposes in the least aggressive manner, although decided and outspoken. His fealty to the public is recognized by his patrons generally, with the result that the Boston Theatre has enjoyed the countenance and support of the best people in the community. This feeling was especially shown when, in May, 1882, he was tendered a testimonial, in which the mayor of the city, the governor of the commonwealth, ex-mayors, ex-governors, and the most prominent people in Boston united in cordial commendation of his efforts to serve the public. Mr. Tompkins is an agreeable companion among those who know him well, is a member of leading clubs of Boston and New York, and personally is a man of great popularity. He does not make friends rashly, but his friendship is staunch and true, and his intercourse with business or social acquaintances is distinguished by frankness, sincerity and courtesy. It is abundant evidence of his rare good qualities of character that those who come in contact with him socially or in business are his most enthusiastic admirers. He holds his friends, who are by no means confined to the dramatic profession, strongly and closely by the firmest bonds of loyalty.

EUGENE TOMPKINS.

MORE than half a century of an honorable and properous business career, that is still pursued in the place where it began, — that is the record of Theodore Metcalf. His name is almost synonymous with the pharmaceutical trade of Boston, and he has made it stand for reliability and honesty. Mr. Metcalf was born in Dedham, Mass., Jan. 21, 1812. He comes of old colonial stock, his ancestors having come from England and settled in Dedham in 1634, fourteen years after the landing of the Pilgrims. In 1826, at the age of fourteen, Mr. Metcalf went to Hartford, Conn., and served his apprenticeship as druggist's clerk. He remained there ten years, and in 1837 came to Boston, where he started in business for himself at No. 39 Tremont Street. Here he has continued ever since. A branch house was established later, on the Back Bay, at the corner of Boylston and Clarendon streets. The fiftieth anniversary of Mr. Metcalf's business life in Boston was celebrated March 29, 1887, with a complimentary dinner tendered to him at the Revere House by about one hundred of the leading men of Boston, including members of the Druggists' Association, his Honor Mayor O'Brien, Dr. Oliver Wendell Holmes, William Warren, the actor, Dr. Thomas L. Jenks, and others. There were also present many prominent druggists from New York, Philadelphia, and other cities. The Autocrat helped to make the occasion memorable by one of his characteristically witty speeches, giving many reminiscences of the days when he was a medical practitioner, and when Mr. Metcalf filled his prescriptions. Governor Ames and other distinguished officials, who were unable to be present, sent letters of regret, testifying to their appreciation of Mr. Metcalf's sterling character, and his long and honorable career. Mr. Metcalf was one of the organizers of the Druggists' Association, and was its first president. He is still an active member of that body and of most of the other pharmaceutical organizations. His interests have not by any means been wholly confined to his private business, for he is one of Boston's most public-spirited citizens. Mr. Metcalf has been a member of the Board of State Charities of Massachusetts, and for nine years was one of the trustees of the Boston City Hospital, no emoluments or remuneration accompanying either position. In the latter capacity his wise counsels were of great value to that institution. Political honors have frequently been offered to Mr. Metcalf, but he has always declined them. With the exception of two years and a half which he spent in Europe for rest and recreation, and a brief period when he was engaged in the manufacture of chemicals, Mr. Metcalf has been continuously in business at No. 39 Tremont Street since March, 1837. This is a record which is almost if not quite without a parallel in Boston business life. He was married in 1864 to the daughter of Mr. E. D. Sohier, of Boston. Five children, the youngest of whom is a son, have been added to the family.



THEODORE METCALF.

STATESMAN, lawyer, and publicist, the bare facts of the career of Charles Theodore Russell would require more space for their recital than is here possible. He is the son of the Hon. Charles and Persis Hastings Russell, and was born in Princeton, Mass., Nov. 20, 1815. His father was for many years a leading citizen of that town, and his mother, who was a descendant in a direct line of a younger brother of the Earl of Huntington, was remarkable for her attainments and worth. The family is descended from Puritan emigrants who came to Boston about the year 1640. Charles Theodore was prepared for college partly at the small academy in Princeton, and partly under the instruction of the Rev. Mr. Cowles. At a personal sacrifice on the part of both parents, he and his brother were enabled to go through Harvard University. He took high rank in his class, and upon graduation delivered the Latin salutatory, and the valedictory oration when he received his master's degree. After leaving college, Mr. Russell read law in the office of Henry H. Fuller. He subsequently entered the Harvard Law School, and was admitted to the bar in 1839. He practised law with Mr. Fuller as partner for two years, and then opened an office for himself; and in 1845 he and his brother formed the firm of C. T. & T. H. Russell, which still exists. In addition to the original partners, the firm now includes Mr. Russell's two sons, Charles T., Jr., and William E., and his nephew, Arthur H. Up to 1855, Mr. Russell lived in Boston, and then removed to Cambridge, where he now resides. He is deeply interested in politics, and in economic and historical matters. He was a member of the House of Representatives from Boston in 1844, 1845, and 1850, of the Senate from Suffolk County in 1851 and 1852, and from the county of Middlesex in 1877 and 1878. He was mayor of Cambridge in 1861 and 1862. He has been a professor in the Law School of Boston University from its foundation. He was for many years a leading member of the Board of Visitors of the Theological Institution at Andover, as well as its secretary. He is a member of the American Board of Foreign Missions; of the American Oriental Society; of the Boston Young Men's Christian Association, of which he was second president; of the Society for Promoting Theological Education among the Indians; of the American College and Educational Society; president of the Board of Ministerial Aid, and has been president of the Congregational Club. Mr. Russell has delivered many orations, including the oration upon the Fourth of July in Boston in 1851, and is an advocate of remarkable attainments. On June 1, 1840, Mr. Russell married Sarah Elizabeth, only daughter of Joseph Ballister, a Boston merchant. Ten children are the result of this marriage, six daughters and four sons. Of the sons, Charles T., Jr., and William E. are members of the law firm, and William E. Russell, the youngest son, is the present governor of Massachusetts. Mr. Russell presided over the Democratic State Convention in 1892 which nominated his son for governor.

CHARLES THEODORE RUSSELL.

LEOPOLD MORSE was born in Wachenheim, Rhenish Palatinate, Bavaria, in August, 1831. At the age of seventeen he came alone to America in a sailing vessel to join an elder brother who was in business in New Hampshire. Coming to Boston in 1849, he found employment in a store on Milk Street as errand boy, at $2.50 a week. Soon after, he went to work for Henry Herman, a clothing dealer, who encouraged young Leopold and his brother to open a clothing store in New Bedford. The Morse brothers returned to Boston after a time, however, and bought out Mr. Herman's business. Prosperity followed, and Mr. Morse sent to Germany for his mother, three sisters, and four brothers. After the death of the older brother, the responsibility of supporting his mother and sisters and educating his youngest brother fell upon Leopold Morse — a task that was accomplished most nobly and well. Mr. Morse successively transferred his business from North to Milk Street, and thence to Dock Square, and finally, purchasing the Brattle Square Church property, he built upon the site the substantial block at the corner of Washington and Brattle streets, where the business is now located. Mr. Morse's political career is without a parallel in New England public affairs. Without having served the usual political apprenticeship in the city government and State Legislature, he was nominated for Congress by the Democrats of the old fourth district in 1872. In that year and in 1874, when he was again the candidate, he was defeated, as the district was overwhelmingly Republican. In 1876, however, he was elected by twelve hundred majority. After a successful term in Congress, during which he attracted attention by his independent course in legislation, he was re-elected by a largely increased majority in 1878. Three more re-elections followed. During the whole of Mr. Morse's congressional career of ten years, he was most useful to his constituents, and was especially the friend of all sorts of people in their dealings with the government. His great influence with cabinet ministers and lesser functionaries was due to his kindly, frank, and straightforward manner, and to the natural desire of State officials to gain the vote and influence of an independent congressman for their special measures. He was one of the strongest advocates of a national bankruptcy law, and was identified with the cause of civil service reform in Congress. He was also a leading supporter of tariff reform. In 1888 he might have had the Democratic nomination for governor of Massachusetts if he had but said the word. Mr. Morse was twice a delegate to National Democratic conventions. In business he was one of the conspicuous successes of New England, and his great wealth was generously used. He was prominent in many charities, having founded and endowed the Boston Home for Aged and Infirm Hebrews and Orphanage. Mr. Morse was president of the Suffolk Club, and was at one time president of the Boston *Post* Publishing Company. He died suddenly in December, 1892, having been taken ill at a business men's banquet.

LEOPOLD MORSE

FOUR years in succession the Republicans of Boston nominated Thomas Norton Hart for mayor, and twice he was elected, serving in 1889 and 1890. In 1891 he was appointed by President Harrison postmaster of Boston, to succeed General Corse, and he has kept the efficiency of the post-office up to the standard set by his predecessors. He was born in North Reading, Mass., Jan. 20, 1829. His father was Daniel Hart, whose ancestors settled in Lynnfield. His mother's father was Major John Norton, of Royalston, who fought in the Revolution. Mr. Hart received a plain education, such as the country schools afforded in the thirties, and when a lad of thirteen he came to Boston to earn his living. He found employment with Wheelock, Pratt & Co., dry goods dealers. Two years later, in 1844, he was clerk in a hat store, and subsequently became partner in the firm of Philip A. Locke & Co., in Dock Square. In 1860, Mr. Locke retired from business, and Mr. Hart assumed control, forming shortly after the well-known firm of Hart, Taylor & Co., which was highly successful. Mr. Hart went out of business in 1878 with a competency. Soon after, he was chosen president of the Mt. Vernon National Bank, of which he is still the head. He was a member of the Boston Common Council from 1879 to 1881, and of the Board of Aldermen in 1882, 1885 and 1886. His vote for mayor rose steadily from 18,685 to 32,712, the latter being the highest ever polled by a Republican in Boston. It has been said, with much truth, that he commanded the support and confidence of the people rather than of party men. All his nominations came to him unsought, unbought and unpledged. In making appointments he has always looked to fitness first, and to party afterward. He has treated government as a business, to be conducted on business principles, and with a view to the public good as the first and last consideration. He is an ardent supporter of the civil service laws, and of their loyal application in city, State and nation. For the postal service he laid down the rule that new appointees should generally begin at the foot of the ladder, and that the advanced positions should be filled by promotion. He believes that the frequent collection and quick despatch of mail matter is of equal importance with the frequent and prompt delivery of mails received. The postal service at the stations and in the residence districts, therefore, has received Postmaster Hart's attention, and the rapid work of the central office has been extended as much as possible to the entire postal district of Boston. Mr. Hart has been treasurer of the American Unitarian Association, and an officer of the Church of the Unity. He is a member of the Algonquin and the Hull Yacht clubs. He was married in 1850 to Miss Elizabeth Snow, of Bowdoin, Me. They have one child, a daughter, now the wife of C. W. Ernst, the assistant postmaster of Boston. Mr. Hart enjoys the utmost confidence both of politicians and of business men. His administration of the municipal affairs of Boston was able and above all reproach.

THOMAS NORTON HART.

BREVET BRIGADIER-GENERAL NATHAN A. M. DUDLEY, United States Army, was born in Lexington, Mass., Aug. 20, 1825, and was brigade and division inspector of State troops prior to March 3, 1855, on which date he was commissioned first lieutenant, Tenth Infantry, United States Army. He served with the command in the Indian country west of the Missouri River, campaigning against the Sioux, Cheyennes, and other tribes; commanded his company at the battle of Blue Water; and in the fall of 1856 explored the country between the Sweetwater and Fort Snelling, Minn., a region untravelled by a white man before. His company formed part of the Utah expedition in 1857 which failed in its mission, and was forced to camp for five months on Black's Fork, reduced to half rations without salt. Promoted to a captaincy on the breaking out of the Civil War, he was ordered to the nation's capital, remaining in that city until February, 1862, when he obtained leave of absence, to accept the colonelcy of the Thirtieth Massachusetts Regiment, which accompanied General Butler to New Orleans. He was assigned to the command of that city after its occupation. In June he led a successful expedition into the interior of Louisiana from Baton Rouge. He commanded a brigade in the first demonstrations against Vicksburg, directed all the movements on the field at the battle of Baton Rouge, after the fall of General Williams, and was breveted major in the regular army for gallant conduct on that occasion. In December he became inspector-general for the Department of the Gulf, in the spring of 1863 was placed in command of the Third Brigade of Augur's Division at Baton Rouge, successfully conducted an expedition up the Mississippi to open communication with Commodore Farragut, and during the siege of Port Hudson was in command of a large brigade with five batteries of artillery attached, being personally under fire during the entire siege of forty-five days. On the surrender of that stronghold he was ordered to Donaldsonville with two brigades, and fought the battle of Cox's Plantation. He was chief of staff in Banks's expedition to Texas, organized the Fourth Cavalry Brigade, and commanded the same in the disastrous Red River Campaign, joined the Nineteenth Army Corps in the Shenandoah Valley, was ordered in February, 1864, to report to Major-General Thomas, Department of the Cumberland, and placed in command of nine thousand troops at Tullahoma, Tenn., which position he held until the close of the war. Subsequently he served as commissioner of the Freedmen's Bureau. For two years he commanded the district of Vicksburg. On the reorganization of the army, in 1870, he was assigned to the arm of the cavalry service employed in the Indian country, and was promoted colonel of the First Cavalry in 1883, which command he retained until his retirement in 1889. General Dudley received five brevets during the war, four in the regular army, for gallant and meritorious services, and according to his official record was over ninety days under fire.

NATHAN A. M. DUDLEY.

PRIMARILY, F. E. Orcutt's name is associated with the military history of Massachusetts in the sixties, but he is not alone known as a war veteran, for of recent years he has figured prominently in the civil and business history of the Commonwealth. Mr. Orcutt was born in Cambridge, Mass., Oct. 10, 1842. His education in the public schools was supplemented by a course of business study in Eastman's College, at Poughkeepsie, N. Y., after which he found employment in a bookbindery in Boston. He was a young man when the war broke out; indeed, the records in the adjutant-general's office at the State House show that when he enlisted, in June, 1862, in defence of the Union, he was only nineteen years old. He went to the front as a member of Company F, Thirty-eighth Massachusetts Volunteers, and served in Virginia and Maryland until his regiment was ordered to join the Banks expedition to the Department of the Gulf. Eleven months after Mr. Orcutt left home, he was detailed for duty at General Banks' headquarters, and during the expedition above mentioned he served so creditably in the ordnance and engineering department that he received the commission of lieutenant of engineers. His next work was in connection with the Texas expedition, and he did excellent service on the Rio Grande. After a visit to Mexico, where Maximilian was then reigning, he returned to the Gulf headquarters, where he served until February, 1865, when he was honorably mustered out of service, and immediately went to his home. Mr. Orcutt's first business venture was in 1874, when he became interested in the custom clothing trade, in the firm of Allen & Orcutt, later Starratt & Orcutt. In 1887 he became financial manager of the Middleton Paper Mill Company, and two years later was appointed by President Harrison collector of internal revenue for the Massachusetts district, a position which he occupies at the present time. To this position and the business lines above indicated Mr. Orcutt has devoted the most of his energies, but they fall far short of telling the story of his active business life. For example, he is the president of the Colorado Farm Loan Company, president of the Silver Light Gas Company, and a director of the Standard Coal Company. He has always been a prominent member of the Grand Army of the Republic, and his interest in the welfare of that organization led him to give aid and counsel to the work of establishing the "Grand Army Record," a publication which is printed in Boston. He is a member of the Grand Commandery, Knights Templars, and of the Grand Council Royal and Select Masters, the Red Men, the Royal Arcanum, and other similar bodies. For sixteen years he was auditor of the town of Melrose, Mass., where he resides with his wife, formerly Miss Lucy A. Rhodes, of New Britain, Conn., and his two children. Mr. Orcutt is a man of commanding presence and is popular with his old comrades and esteemed by the business men of the State. Few men in Massachusetts have a wider acquaintance in commercial and social circles than he.

F. E. ORCUTT.

IT is as the friend of the boys and girls of his State that John S. Paine, traveller and philanthropist, would wish to be known, were it not that his aversion to notoriety is so strong that it is difficult to draw from him information of a personal nature. The Cambridge Boys and Girls' Christian Band, now in its ninth year, with a membership of twenty-three hundred, is the creation of Mr. Paine. Its inception being his idea, he has carefully nursed and fostered it until it has become the all-absorbing theme of his life. "I would rather," said Mr. Paine, "have my boys and girls' band than all the honors, political or otherwise, that could be offered to me." All of the expenses of this useful and worthy organization are personally borne by him, and he devotes much of his time to its affairs, instructing the children by illustrated lectures of travel and curious relics from foreign lands. An extensive and experienced traveller, Mr. Paine possesses the rare power of making himself peculiarly interesting to children, and as he likes the work, both parties to the arrangement are contented. John S. Paine was born at Uxbridge, Mass., sixty-eight years ago. He attended the public school until he was twelve years old, and received the rest of his education at the Uxbridge Academy. At the age of twenty he left his father's farm and entered the country store of P. Whiting & Son, at Whitingsville, Mass. After remaining there for two years he came to Boston, where he began his career, his whole capital amounting to considerably less than five dollars. Here he took the quickest means of acquiring a knowledge of the furniture trade, and soon became a practical cabinet-maker. About forty years ago he entered into a partnership with his brother-in-law, L. B. Shearer, which continued until the death of that gentleman, about twenty-four years ago. Mr. Paine then continued in business for himself in the neighborhood in Boston, where his well-known establishment now stands. He conducted his rapidly-growing business alone until seven years ago, when his son, brother and nephew became members of the firm, his nephew, Mr. Shearer, being a son of his former partner. Sixteen years ago Mr. Paine bought the land on which he built the present immense manufactory and warehouse. The building is one hundred and fifty feet square, and contains seven floors. At one time the firm had branch establishments at Chicago, New York and New Orleans. Mr. Paine's marriage has been blessed with three children, a son and two daughters. In religion he is a Baptist, and is deeply interested in Christian work. He has been superintendent of Baptist Sunday schools in Cambridge twenty-five years. Mr. Paine is a prominent Prohibitionist, but is otherwise independent in politics. He is passionately fond of travel, and has wandered much in foreign countries. He spends his winters in Cuba, where he is as much at home as in Boston. In his business methods Mr. Paine has made it a rule to keep abreast of the times. Integrity comes first in his commercial lexicon, after which push and enterprise follow. This is the secret of his success.

JOHN S. PAINE.

AS president of a national bank and several large corporations, and with a long and honorable record of public service, Samuel Little is one of the most respected of Boston's business men. He was born in Hingham, Mass., Aug. 15, 1827, the son of Isaac and Sally (Lincoln) Little. His maternal ancestry runs back to Samuel Lincoln, who came from Hingham, England, and settled in Hingham, Mass., in 1637. In his boyhood Mr. Little attended the Derby Academy at Hingham, and after leaving school became cashier and bookkeeper for Daniell & Co., dry goods dealers, Boston. In 1850, he was made receiving teller in the Bank of Commerce, then just organized, and three years later, on the organization of the Rockland National Bank, at Roxbury, became its cashier. He was subsequently, upon the death of Samuel Walker, elected president of the bank, a position which he still occupies. Mr. Little has long been identified with the street railway interests of Boston. He was one of the organizers of the Highland Street Railway in 1872, and its treasurer until its consolidation with the Middlesex Street Railway Company, and since the uniting of all the street railways in Boston in the West End Company, he has been one of the directors of this corporation. Mr. Little is also president of the E. Howard Watch and Clock Company, of the Boston Lead Manufacturing Company, of the Bay State Gas Company and of the Roxbury Gas Light Company, and a director of the Boston, Dorchester, and South Boston Gas Light Companies. He is also a trustee of the Roxbury Institution for Savings, and was one of the incorporators of the Roxbury Homœopathic Dispensary. For more than twenty years Mr. Little took an active part in public life. He was a member of the Roxbury Common Council in 1856–57; member of the Roxbury Board of Aldermen, 1861–68; member of the Boston Board of Aldermen (after the annexation of Roxbury), in 1871 and 1872, being chairman of the board the latter year; member of the Massachusetts House of Representatives from Roxbury in 1864 and 1865, and one of the Board of Directors of Public Institutions of Boston from 1873 till 1882, and president of the board from 1877 until his retirement. As one of the State agents for the improvement of the South Boston flats belonging to the Commonwealth, as referee in many notable cases, particularly that of the City of Boston *vs.* the Boston Belting Company, and as trustee and executor of many large estates, Mr. Little has always displayed the qualities of a sagacious and honorable business man. He is past master of Washington Lodge, F. and A. M., past commander of Joseph Warren Commandery, and a member of Mt. Vernon Royal Arch Chapter. Mr. Little was married in Hingham, June 6, 1855, to Elizabeth, daughter of Micajah and Eliza (Parker) Malbon. He has one son, Arthur Malbon Little, who is treasurer of the E. Howard Watch and Clock Company. Mr. Little's unbroken record of faithful public service and his successful business career place him among the truly representative men of the Commonwealth.

SAMUEL LITTLE.

DANIEL ELDREDGE was born at Chatham, Mass., July 7, 1841, his father having been lost at sea a few months prior to his birth. The widowed mother moved to Dedham, Mass., during the infancy of Daniel, and his boyhood days were nearly all passed in that historic town. He attended the grammar school there, his teacher for a part of the time being the late Charles A. Richardson, of the *Congregationalist*, Boston. The opening of the Civil War found him in New Hampshire, and he enlisted at Lebanon, in that State, Aug. 2, 1861, as a member of the Third Regiment of New Hampshire Volunteers, being assigned to Company K, the members of which were principally from Dover. He followed the fortunes of the regiment at the seat of war until Aug. 16, 1864, when he received a severe wound in the left forearm which ended his service in the field. He was in action at Secessionville, James Island, June 16, 1862, at the capture of Morris Island, July 10, 1863, and participated in the memorable charge on Fort Wagner, July 18, 1863, where he was slightly wounded in the foot. He was placed on detached service at Concord, N. H., in which he spent the latter part of 1863, returning to his regiment in January, 1864. He participated in the battles of Drury's Bluff, May 13, 14, 15 and 16, 1864, and in the several actions of his regiment during the summer of 1864, until receiving the wound that incapacitated him for further active service at the front. After spending some time first at the Chesapeake Hospital, near Fortress Monroe, and later in the Officers' Hospital at Annapolis, he obtained a leave of absence. In December, 1864, he was assigned to duty at Concord, N. H., although his arm was in a sling and his wound still unhealed. In May, 1865, he was transferred to the Veteran Reserve Corps and ordered to join Company A, Third Regiment, of that corps, at New Haven, Conn., serving there, and later at Hartford. He was discharged June 30, 1866, his services being no longer required. He rose from a private through the intermediate grades to the rank of captain. In 1870 he located in Boston, in which city he now resides, and in 1877, with others, assisted the Hon. Josiah Quincy in establishing in Massachusetts the building association system, now known as co-operative banks. He was the first secretary of the Pioneer Co-operative Bank, the first co-operative bank organized under the Massachusetts law, and since that time has been largely identified with the business generally, being at present secretary and treasurer of three large banks—Pioneer, Homestead and Guardian—which occupy one office, and the combined assets of which reach nearly $1,000,000. Enjoying the reputation of an expert in his particular business, his service and counsel are sought by many. He is a member of the Masonic fraternity, Grand Army of the Republic, and of the Military Order of the Loyal Legion of the United States. To the development of co-operative banks in Massachusetts, which have proved such a boon to workingmen, Mr. Eldredge has contributed not a little.

DANIEL ELDREDGE.

TO that class of earnest workers for the good of their fellow-men belongs Mr. Robert Treat Paine, who for more than a score of years has devoted a goodly share of his time and fortune to the advancement of philanthropic and humanitarian enterprises. The scion of a well-known New England family,— his great-grandfather signed the Declaration of Independence,— Mr. Paine was born in Boston, Oct. 28, 1835, the son of Charles Cushing and Fanny Cabot (Jackson) Paine. He graduated from the Boston Latin School at the age of fifteen. In 1851 he entered Harvard, graduating with honors in 1855. A year's study in the Harvard Law School followed, and then two years of travel and study in Europe. Returning in 1858, Mr. Paine resumed the study of law. Admitted to the bar in 1859, he practised until 1870, when the fortune which he had amassed permitted him, at the age of thirty-five, to retire from active business. He became one of the committee that had charge of the building of Trinity Church. In 1878 he helped to organize the Associated Charities of Boston, and was chosen and remains its first president. This society introduced new methods of charity in dealing with distress, which have won the approval of all classes. Many other cities when about to start their Associated Charities have come to Boston, and to Mr. Paine, for information. In 1879 Mr. Paine organized the Wells Memorial Workingmen's Institute, which has become the largest workingmen's club in the United States. It embraces a loan association, a co-operative bank and a building association. Of these allied organizations Mr. Paine is president. He also originated the Workingmen's Loan Association, the success of which venture is fully established. In 1891 Mr. Paine was elected president of the American Peace Society. He has built over two hundred small houses sold on easy credits, and originated the Workingmen's Building Association, which has built in the same way over one hundred houses. He helped to introduce the system of co-operative banks into Massachusetts. In 1884 Mr. Paine represented Waltham in the Massachusetts House of Representatives, and was the candidate for Congress in the fifth Massachusetts district. He is a member of the vestry of Trinity church; of the executive committee of the Episcopal City Mission; trustee of donations to the Protestant Episcopal church; member of the Society for the Suppression of Vice, and vice-president of the Children's Aid Society. In 1887 he endowed a ten thousand dollar fellowship in Harvard College, "to ameliorate the lot of the mass of mankind." In 1890 Mr. and Mrs. Paine created and endowed a trust of about two hundred thousand dollars, called the Robert Treat Paine Association. The trust deeds provide that these charities are to be always carried on by the founders and their children. Mr. Paine has published many pamphlets and addresses, all of them dealing with social problems. He was married in 1862 to Lydia Williams Lyman, granddaughter of Theodore Lyman, the distinguished Boston merchant. Seven children have been born of this union.

ROBERT TREAT PAINE.

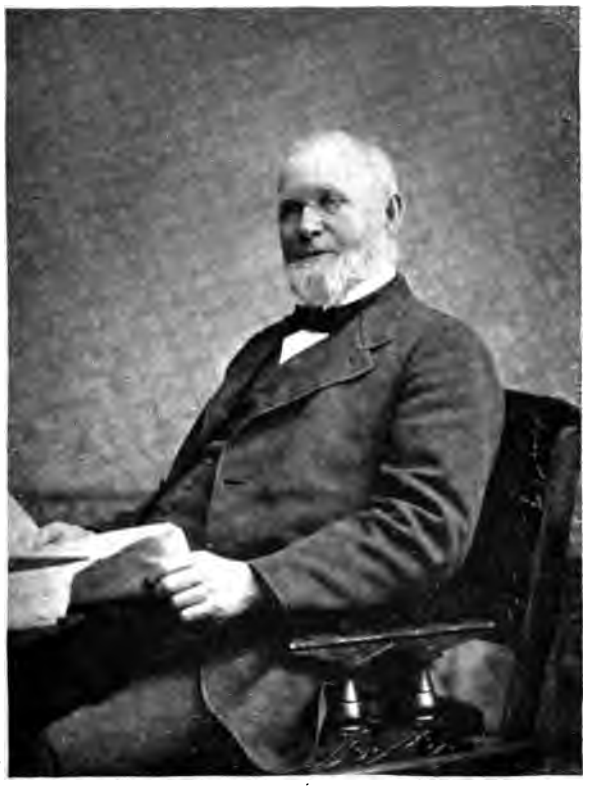
TO the mechanical genius and business enterprise of George Leonard Damon, president of the Damon Safe and Iron Works Company, is largely due the high stage of development which the safe industry has attained in America. He was born in Stoughton, Mass., July 15, 1843, the son of Leonard and Elizabeth P. (Linfield) Damon. His early education was obtained in the public schools of Stoughton and of East Boston, whither his parents removed when he was twelve years old. After graduating from the Adams School, in 1861, he went to the Harrison Loring Works in South Boston as apprentice, his special aim being to qualify himself as a mechanical engineer for the construction of marine engines, the building of vessels, and all kinds of iron steamship work. His progress was so marked that on the completion of his apprenticeship he received a responsible position from Charles Staples & Son, of Portland, Me., who had obtained a contract for the construction of a light-draught monitor. In 1866, with others, he bought out the safe manufacturing business in Boston of the Tremont Safe Company. After conducting that business two years and a half the firm sold out to the American Steam Safe Company, and Mr. Damon returned to Portland and was made a partner with C. Staples & Son, where he did a large amount of special designing of stationary and marine engine work and added to his reputation as a mechanical engineer. In 1870 he was induced to return to Boston to take charge of the manufacturing department of the American Steam Safe Company, successors of the old firm of Denio & Roberts, and four years later bought out the entire plant. Since then his business has steadily increased, until now he has the manufactory in Cambridgeport, and has also established a large plant in Philadelphia, giving constant employment to two hundred men. Mr. Damon has constructed vaults for most of the banks and safe deposit companies in New England, and for several years furnished all the work of this class ordered by the United States Treasury Department. The large vaults in use by the Treasury Department at Washington and every sub-treasury vault in the country, including those in San Francisco, have been constructed by Mr. Damon. In the seventies, at the request of Secretary of the Treasury Bristow, he remodelled the United States Treasury vaults at New York. All the labor, requiring a number of workmen, had to be performed outside of business hours, and during the whole time of reconstruction nearly two hundred million dollars were stored in the vaults constantly within arms' reach of the workmen. Mr. Damon safely accomplished the task without a cent of loss and to the great satisfaction of the government officials. The numerous safes and vaults in the great Exchange Building, the Boston Safe Deposit Company, Old Colony Trust Company, and Bay State Trust Company, were of his construction. A consolidation of all the safe manufacturing interests of the country has just been effected, with a capital of five million dollars, and Mr. Damon has been elected its treasurer.

GEORGE L. DAMON.

JOHN CUMMINGS HAYNES, son of John Dearborn and Eliza W. (Stevens) Haynes, was born in Brighton (now a part of Boston), Sept. 9, 1829. He left the English High School at the age of fifteen, and in 1845 went as a boy into the service of the late Oliver Ditson, the music publisher. In 1851 he received an interest in the business, and in 1857 was admitted to partnership, the firm becoming Oliver Ditson & Co. After the death of the senior partner, in December, 1888, the Oliver Ditson Company was incorporated, with Mr. Haynes as president. The headquarters of the business are in the large building Nos. 453 to 463 Washington Street, and the branch houses are as follows: John C. Haynes & Co., Boston; Charles H. Ditson & Co., New York, and J. E. Ditson & Co., Philadelphia. The growth of this great music publishing house has kept pace with the growth of musical taste and culture in the United States, and its influence as an educational agent can scarcely be estimated. Mr. Haynes has also been interested in large and successful real estate ventures, that have materially added to the assessed valuation of the city of Boston. In early life, after having been for many years a scholar in a Baptist Sunday school, he became interested, in 1848, in the preaching of Theodore Parker and in the Twenty-eighth Congregational Society, which was organized "to give Theodore Parker a chance to be heard in Boston," and was for many years chairman of its standing committee. Mr. Haynes was active in the construction of the Parker Memorial Building and instrumental in its recent transfer to the Benevolent Fraternity of Churches. He was also one of the organizers of the Parker Fraternity of Boston. Of late years he has been connected with the Church of the Unity, of which Rev. M. J. Savage is the minister. While still a young man, he helped to organize the Franklin Library Association, and his long connection with it was of great advantage to him. He is a life member of the Mercantile Library Association, the Young Men's Christian Union, the Woman's Industrial Union, and the Aged Couples' Home Society; a trustee of the Franklin Savings Bank; director of the Massachusetts Title Insurance Company, and of the Prudential Fire Insurance Company; treasurer of the Free Religious Association; member of the Massachusetts and Home Market clubs and of the Boston Merchants' Association; president of the Parker Memorial Science Class. From 1862 to 1865, inclusive, he was a member of the Boston Common Council. Mr. Haynes was married in Boston by Theodore Parker, May 1, 1855, to Fanny, daughter of Rev. Charles and Frances (Seabury) Spear. Of this union were seven children: Alice Fanny (Mrs. M. Morton Holmes); Theodore Parker (deceased); Lizzie Gray (Mrs. O. Gordon Rankine); Jennie Eliza (Mrs. Fred O. Hurd); Cora Mary (Mrs. E. Harte Day); Mabel Stevens and Edith Margaret Haynes. Mr. Haynes joined the Free-soil party when he was a young man, and went with it into the Republican party, with which he has since been identified.

JOHN C. HAYNES.

A STRIKING instance of the value of industry, courage, and fortitude was manifest in the good work wrought by E. W. Dennison, the chief corner-stone in the structure of the house of the Dennison Manufacturing Company, which has its headquarters in Boston, its branches in all the leading cities of the Union, and its goods, wares, and merchandise in almost every manufactory, counting-room, workshop, and dwelling. E. W. Dennison was born at Topsham, then Kennebec, now Sagadahoc County, Me., Nov. 23, 1819, every year and day even of the intermediate time from his birth to his death having been those of active boyhood, doubly active manhood, and vigorous age. He was one of ten children, three sons and seven daughters, of Colonel Andrew Dennison, one of the early pioneers of the Androscoggin region of Maine frontier life. When he was five years of age the family removed across the river to Brunswick, with which village he had all his life close and cordial family and business relations. At the age of sixteen, Mr. Dennison went to Boston as clerk in a shoe store, where he remained six months, at the end of which time he took a situation in the wholesale dry goods store of Sargent, Stanfield & Chapin, remaining with that house three years. At the expiration of his term of service here he went to his brother, Aaron L. Dennison, then a watchmaker and jeweler on Washington Street, Boston, to learn the trade of watchmaking. After remaining a year in this position, he was sent to Bath, Me., with a stock of goods to establish a jewelry store in Bath. The enterprise, however, was not a success. While waiting for something to turn up, he found that his father's place in Brunswick was much in need of a well, and he turned to at once, dug the well with his own hands, and made a good and successful job of it. Mr. E. W. Dennison again started out, in the year 1839, and engaged as salesman in the watchmaking business on Washington Street, Boston, where he remained only a short time, going soon to Bangor, Me., to engage in the watchmaking and jewelry business in that place. After remaining there eight years, he left, the enterprise proving, as did the one at Bath, unprofitable. His next business engagement was in Boston as salesman for his brother in the jewelry trade, but he soon took the agency for the sale of jewelers' paper boxes, then being made by machinery by his father in Brunswick, Me., and the first to be cut by machinery in the world. To accompany these jewel boxes Mr. Dennison soon saw the necessity for small tags which had, up to this time, been made only in Paris. Here was laid the foundation of the Dennison Manufacturing Company, which is now employing one million dollars' capital. This result has been reached simply by Mr. Dennison's devotion to his favorite industry, which was really of his own creation, and by the energy with which he inspired his helpers until his death, which occurred Sept. 22, 1886. The present business of the company is one of the most striking instances in modern commercial life of the growth of a great and successful industry from the smallest beginning.

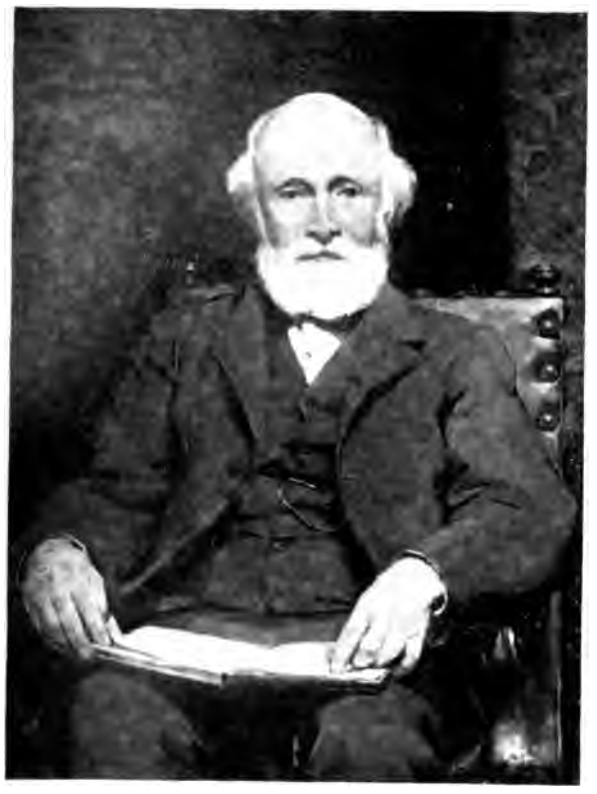


E. W. DENNISON.

PROMINENT among the leading lawyers of Boston is George Otis Shattuck. For over thirty years he has been adding to a professional reputation which was conspicuous within five years of his admission to the bar. He was born in Andover, Mass., May 2, 1829, the son of Joseph and Hannah (Bailey) Shattuck, and is a descendant of William Shattuck, who was born in England about the year 1621, who came to Massachusetts and died Aug. 14, 1672, at Watertown, Mass. Mr. Shattuck's grandfathers were both soldiers in the Revolutionary War, and his maternal great-grandfather, Samuel Bailey, was killed at the battle of Bunker Hill. After taking a preparatory course at Phillips Andover Academy, Mr. Shattuck entered Harvard College and graduated in the class of 1851. Among his classmates were Ex-Mayor Green, of Boston, the late General Francis W. Palfrey, and three who are now professors at Harvard: W. W. Goodwin, professor of Greek; C. C. Langdell, dean of the Law School, and Charles F. Dunbar, professor of political economy. Beginning the study of law with Charles G. Loring, Mr. Shattuck attended the Harvard Law School two years and graduated in 1854. In 1855 he was admitted to the bar, and began practice with J. Randolph Coolidge. In 1856 he formed a partnership with Peleg W. Chandler, which continued until February, 1870. Mr. Shattuck then became associated with William A. Munroe, and later Oliver Wendell Holmes, Jr., was admitted to the firm and remained a member until his appointment to the Supreme Bench, in 1882. The firm is now Shattuck & Munroe. Mr. Shattuck has been connected as counsel with a great number of corporation and commercial cases, his advice being often sought in suits growing out of the pollution of rivers and involving the value of water privileges. He was counsel in the Sudbury River water cases, and in the Sayles Bleachery case, one of the most important suits that has been brought in Rhode Island for many years. In the celebrated Andover heresy case he was counsel for the trustees of the corporation, and in the suit involving the preservation of the Old South Meeting House he was counsel for some of the pewholders. Among the qualities that have made him a leader at the bar may be mentioned, in addition to professional learning and skill, a great knowledge of men, sagacity in dealing with practical questions and a peculiar power of sympathy that made the interests of his client his own, gave ardor to all his exertions and enlisted in the client's behalf, in their full force, great intellectual gifts, and an energy, ingenuity and persistence rarely equalled. The only political office which he ever held was a seat in the Boston Common Council in 1862. He has been a leading director and adviser in railroad and other large business enterprises. He is a member of the Board of Overseers of Harvard College, a member of the Massachusetts Historical Society, and of various clubs. He was married in 1857 to Emily, daughter of Charles and Susan (Sprague) Copeland, of Roxbury. They have one daughter, Susan, the wife of Dr. Arthur Tracy Cabot.

GEORGE O. SHATTUCK.

JOHN SULLIVAN DWIGHT is known throughout America as an authority on the history and interpretation of music. His father was Mr. John Dwight, who was graduated from Harvard University in 1800, and his mother was Mary (Corey) Dwight. Mr. Dwight was born in Boston, May 13, 1813, and most of his long and remarkable life has been spent in the city of his nativity or near to it. In his own home, and in a private school near by, he received his early education. He later entered the grammar and Latin schools in Boston, where for five years he was the pupil of B. A. Gould and F. P. Leverett, then famous pedagogues. In 1828 he entered Harvard University and was graduated in the class of 1832. He immediately matriculated in the Harvard Divinity School and was graduated in 1836. For six years he was an active Unitarian preacher; in 1840 he settled in Northampton, Mass., but remained there only one year. He then joined the famous Brook Farm Association at Roxbury, Mass., an association which, rightly or wrongly, is believed to have had a great formative influence upon nearly all of its members. In this association Mr. Dwight was a teacher of classics and music, and dipped a little into farming and gardening; he was also one of the editors of the "Harbinger," a somewhat noted periodical of the association. As a member of this association Mr. Dwight was brought into contact with many then young men who afterward became famous, among them George Ripley, its founder, George P. Bradford, the late George William Curtis, and Charles A. Dana. The Rev. William Ellery Channing, James Kay of Philadelphia, Margaret Fuller, Ralph Waldo Emerson, and A. Bronson Alcott were sometimes visitors. The Curtis brothers, Quincy A. Shaw, and James Sturgis were there as sympathizers and pupils. Curious as was this experiment, it is interesting to note that hardly one of its members failed to become more or less famous. In April, 1853, Mr. Dwight established "Dwight's Journal of Music," and this capable paper he owned and edited until September, 1881. Long previous to this, indeed as early as 1839, he had published a volume of translations of the smaller and shorter poems of Goethe and Schiller. His tastes were always of a musical and literary character, and in his home he did much literary and critical work. Mr. Dwight was married in 1851 to Mary, daughter of Silas and Mary (Barrett) Bullard, and she died in 1860, leaving no children. Mr. Dwight is now trustee of the Perkins Institution and Massachusetts School for the Blind. In 1874 Mr. Dwight was made president of the Harvard Musical Association, and he has held that office continuously since. All musicians in the city of Boston, a congenial home of culture, delight to say that to no one more than to Mr. Dwight is the advancement of the musical standing and taste of the city due. He has written much on the subject of music, critical and otherwise, and his opinions are accepted without question by lesser lights in the musical world, where he is regarded as an honored master.



JOHN S. DWIGHT.

FOR over two centuries the Modern Athens has been one of the leading centres of religious and theological activity in the United States, and is the birthplace of American Congregationalism. The most influential advocate in New England of the doctrines of that large body is the *Congregationalist*, whose able editor is Rev. Dr. Albert E. Dunning. He was born Jan. 5, 1844, in Brookfield, Conn. His ancestors on both his father's and his mother's side were resident in Connecticut since colonial times. He inherited membership in the Society of the Cincinnati by direct descent from Captain David Beach, a member of that society and an officer in the Revolutionary War. There are only thirty-five members of the society now living in Connecticut. In 1850 Mr. Dunning's parents removed from Brookfield to Bridgewater, in Litchfield County, and here he attended the public schools. He fitted himself for college without attending any preparatory school, and entering Yale graduated in the class of 1867. During the last year of his college course he was editor-in-chief of the "Yale Literary Magazine." Upon the completion of his collegiate course he began the study of theology at Andover, and was graduated from that institution in 1870. He was immediately called to the pastorate of the Highland Congregational Church, Roxbury, and remained there until Jan. 1, 1881, when he resigned to accept the position of secretary of the Congregational Sunday-school and Publishing Society, and greatly increased the efficiency and influence of that organization. He has been for nine years a member of the International Lesson Committee to select Sunday-school lessons for the whole Christian world. Dr. Dunning has published two books, "The Sunday-school Library" and "Bible Studies," the latter of which has been extensively used as a text-book in schools and colleges in this country, and has been republished in England. Dr. Dunning's labors have by no means been confined to theological and doctrinal fields. He has taken a lively interest in Chautauqua work, and has been superintendent of instruction for a number of Chautauqua assemblies, including Lake View in Massachusetts, Ocean Park, and Fryeburg, Me., Crete, Neb., and Albany, Ga. He has also had charge of the Normal Department at Chautauqua, N. Y. In addition to this he has lectured and taught at various other assemblies, so that his name is widely known throughout the country. In 1889 Dr. Dunning became editor-in-chief of the *Congregationalist*, which position he now occupies. He is a forcible and graceful writer, and has sustained the reputation of the *Congregationalist* for ability and fairness in its treatment both of religious and secular topics. In 1887 Beloit College (Wisconsin) conferred upon him the degree of doctor of divinity. He was a delegate to the first International Congregational Council in London in 1891, and took an active part in the proceedings of that important convention. Dr. Dunning was married in 1870 to Miss Harriet W. Westbrook, of Peekskill, N. Y. They have four children.

ALBERT E. DUNNING.

A MAN who has done his part to flood the world with beauty is Samuel J. Kitson. Though a resident of Boston, Mr. Kitson is an artist of the pure Greek school, his art life has been a most prolific one, and has left a decided impression upon the age; his studio is properly situated in the very heart of Modern Athens. And it is here that he has pitched his artistic tent. Samuel James Kitson was born in England, Jan. 1, 1848. His early education was received in the national and private schools of "old Yorkshire." He devoted two years to the study of art at the Royal Academy of St. Luke's, at Rome, Italy, during which novitiate he secured the principal prizes offered. Mr. Kitson was the first foreigner who was awarded the gold medal prize for a statue from life. His first work at St. Luke's was an exquisite bust of Apollo. His torso of the "Barberini Fawn" captured the first prize, while the second was awarded him for natural drapery in bas-relief. In the second year Mr. Kitson was awarded the three first prizes. Among his tutors in Rome were the eminent painter, Podesti, and Professor Jacometi, who gave the young sculptor the *entrée* to the Vatican Museum. In 1873 Mr. Kitson opened a studio in Rome and devoted himself to ideal statues and portrait busts, producing among others in Carrara marble, "The Greek Spinning Girl," "Abel Waiting for the Blessing," and "David," which attracted much favorable comment at the Royal Academy, London. Among Mr. Kitson's other chief works are "Rebecca," "Nydia," "Young Ambition," "Miriam," "Isaac," "Group of Hagar and Ishmael," and "Diana." His first visit to America was made in 1879, when he received a commission to execute a bust of his friend, Ole Bull. While here he modelled, in an improvised studio, a bust of Longfellow, at the poet's residence. He also made busts of Bishop Potter and Senator Hawley. After one year's residence in America he returned to Rome. On his second visit to America, Mr. Kitson was commissioned to execute the sculptured interior of W. K. Vanderbilt's New York house, which contains some of his best work. He also made a bust of the late Samuel J. Tilden. The interior of the "company's room" of the New York Mutual Life Insurance Company is ornamented with elaborate classical works of Mr. Kitson. Henry G. Marquand's house in New York contains many beautiful creations of his brain and chisel. The striking frieze in terra-cotta on the north side of the Hartford Soldiers and Sailors Monument was modelled by him in 1885. The beautiful monument over the grave of General Sheridan at Arlington is the work of Mr. Kitson. It would take much time and space to enumerate the works of this prolific artist. Among them is a bronze bust of the eminent publisher, Daniel Lothrop, and also of Hon. Elisha S. Converse; a striking group in bronze, "The American Buffalo Hunt," "Figure of History," busts of Archbishop Williams, Bishop O'Reilly, Cardinal Gibbons, John Boyle O'Reilly, and General Devens. Mr. Kitson numbers among his treasures letters of appreciation from some of the most eminent men now living.

SAMUEL J. KITSON.

TO the harmonizing of science and religion Minot J. Savage has devoted the last twenty odd years of his life, and he is, without question, the most eminent disciple of Darwin and Spencer, of Jesus and Paul, in the American pulpit to-day. Mr. Savage was born in Norridgewock, Me., June 10, 1841, the son of Joseph L. and Ann S. Savage. His father was a farmer, and the boy studied with the intention of entering college and fitting himself for the ministry. He had been a student from the time he was first able to read. Having been brought up in the Orthodox faith, he entered the Bangor Theological Seminary, and was graduated in 1864. His ambition was to engage in missionary work, and, taking a commission from the American Home Missionary Society, he sailed for California in September, 1864, three days after his marriage to Ella A., the daughter of John and Ann S. Dodge. He preached for eighteen months in a school-house at San Mateo, twenty miles south of San Francisco, and then for a time in Grass Valley, among the foot-hills of the Sierras. Returning to Massachusetts, he accepted a call from the Congregational Church in Framingham. Two years later he went to Hannibal, Mo., where he remained three years and a half. It was at Hannibal that his theological views underwent a radical change, and he became convinced that he must leave the Orthodox faith for a freer field. He resigned his pastorate and was called to the Third Unitarian Church in Chicago. In 1874 the Church of the Unity in Boston invited him to settle as its pastor, and here he has remained ever since, establishing a reputation as one of the prominent theologica teachers of the day. His name as pulpit orator is known wherever the English language is spoken, his published sermons having a very wide circulation in India, South Africa, Australia and Japan. As an author, Mr. Savage's name figures conspicuously in the religious and critical literature of America, and several of his books have been republished in London. He is an evolutionist, and the influence of the great leaders of modern scientific thought is very apparent in most of his sermons. The rare combination of a poetic faculty with a sturdy and logical mind is his chief characteristic. His published poems are admired by thousands who never saw the man. Mr. Savage is an earnest investigator in the realm of psychical research, being an active member of the American branch of the English society. His articles in the "Arena" and elsewhere on mediumistic phenomena have attracted the widest attention. Mr. Savage's congregation is eminently an intelligent one, and though a radical of the radicals, his chief work is in the line of reconstruction, so that he has come to enjoy the esteem of his ministerial contemporaries, who have learned to respect his earnestness, as well as the loyal attachment of his parishioners. His congregation has recently voted to sell its church on West Newton Street and move to the Back Bay. Mr. and Mrs. Savage have four children, two boys and two girls. The eldest son is in the senior class at Harvard.

MINOT J. SAVAGE.

EDWARD T. HARRINGTON, who is a pioneer in the real estate business of Boston and its suburbs, has made his own and his firm's name well known among his contemporaries in the city. He was born in Bolton, Worcester County, Mass., on Dec. 14, 1842, being the eldest son of Tyler and Caroline (Atherton) Harrington. His early education was received in the public schools of Worcester and vicinity. In 1873 he came to Boston, the scene of his later successes, and almost at once entered the real estate business. In 1876 he formed a partnership with Benjamin C. Putnam, who was himself a pioneer in his line. Together they continued the then prosperous and growing business until 1882, when Mr. Harrington sold out his interest, with the intention of retiring. But the hold upon his ambition and desire in the successful line of enterprise in which he had been engaged, drew him back again to the active walks of life, and in 1885 he bought the business to continue it. He admitted his bookkeeper, Charles A. Gleason, into partnership, and Jan. 1, 1890, he established the present well-known firm of Edward T. Harrington & Co., which occupies a large and handsome suite of offices in the comparatively new building, No. 35 Congress Street. In the real estate circles of Boston no firm is better known than that of which Mr. Harrington is the senior partner. The firm has spent fortunes in advertising, and that these have been well spent, is apparent when the volume of business done annually is known. Much of the energy of the firm has been devoted to the work of enriching and building up the suburbs of Boston, and in this department the results shown are most gratifying. The selling of real property is a specialty with the firm, and in this work it employs fifteen skilled salesmen, each one of whom has a district or territory exclusively his own. This is a feature of the business introduced by Mr. Harrington, and its success is attested by the success of the house. Farm property also enters largely into the business of the firm, and one may see in many directions the evidences of the enterprise of the house. It has been a theory, which has often been proved true by Mr. Harrington, that the building of half a dozen good houses in some sightly suburb enriched surrounding property, and led others to erect handsome dwellings. Mr. Harrington is a member of Simon W. Robinson Lodge, F. and A. M., of Lexington; Menotomy Chapter of Arlington; Beausant Commandery, K. T., of Malden; Oriental Lodge, I. O. O. F.; and of Suffolk Council, R. A. In May, 1882, Mr. Harrington was married to Miss Miriam A., eldest daughter of Luther and Rozan Temple, at Worcester, Mass. Their home is in Lexington (East), a suburb of Boston, where Mr. Harrington is interested in everything that pertains to the benefit of the town or its citizens. The suburbs of Boston have acquired world-wide fame for their beauty, taste of arrangement, and the artistic elegance of the residences that make them what they are. In this work of improvement and enterprise, Mr. Harrington has been, and is, a conspicuous figure.

EDWARD T. HARRINGTON.

BOSTON has been the home of many inventors whose genius has revolutionized the mechanic arts and facilitated industrial progress. B. F. Sturtevant was such a man, and though he has passed away, he has left, in a great industry, an enduring monument to his name. It was about thirty years ago that he constructed his first fan blower, which, in its many applications, has become so important a feature not only in mechanical but in social life. At that time Mr. Sturtevant, having just come to Boston from his birthplace in Maine, where he learned the trade of a shoemaker, was inventing and experimenting upon a machine for pegging shoes. This experience revealed the necessity of, and led him to invent and place upon the market, a type of small fan blower for removing by suction the fine leather dust and clippings from buffing machines. The call for these fans rapidly increasing, he established a small shop in Sudbury Street, where he employed seven or eight men. The utility of the fans was quickly appreciated, and they came into wide use for the removal of light refuse material from all classes of machines, for the ventilation of apartments, and for the blowing of boiler, forge and cupola fires. In 1866 Mr. Sturtevant received the order for the large ventilating fans for the Capitol at Washington, and built what were then the largest encased fans in the country. The subsequent construction of a fan wheel sixteen feet in diameter, for the Danvers Insane Asylum, was at that time looked upon as a remarkable piece of work. Being a man who was never contented until he was fully master of all matters pertaining to his business, Mr. Sturtevant made, during this period, his extensive and widely known experiments upon the efficiency and capacity of fan blowers. Few men would ever have carried out to such perfection experiments entirely at their own expense. But the time and money thus expended were repaid a thousand times. The results of these experiments were given to the public in a series of elaborate catalogues, containing many tables of great utility. Constructed upon scientific principles, the fans have proved themselves invaluable in almost all lines of trade. The lack of room and the inconvenience of a city shop finally compelled the removal, in the spring of 1878, of the entire plant to Jamaica Plain, about three miles outside the city proper. Here large and convenient shops were erected, and additions gradually made until they form at present by far the most extensive works in the world devoted to the manufacture of fan blowers. The buildings, which are all of brick, are generously supplied with light and fresh air, and contain all the modern improvements conducive to the welfare of the employees and the production of the best work. The establishment now has about six acres of available floor space, and employs over five hundred men in the various departments. Mr. Sturtevant's strong personality is still evident in designs and unique arrangements. Mr. E. N. Foss is the manager of the B. F. Sturtevant Company, and branch houses and salesrooms are maintained in Boston, New York, Chicago, Philadelphia and London.

B. F. STURTEVANT.

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graduated from Harvard in the class of 1870. He studied in the Harvard Law School for three years, graduating in 1874. The same year he was admitted to the bar and practised in the office of William G. Russell for several years. He is now engaged in general practice with offices at No. 53 State Street. He is one of the public administrators of Suffolk County, and many large trusts are confided to his care. In politics he is a Republican. He represented Ward 9 in the Common Council for six years, was a member of the lower House of the Legislature in 1886, 1887 and 1888, serving as chairman of several important committees, and was in 1891 a member of the State Senate. He is president of the Boston Athletic Association, and a member of the Union and other leading clubs. Mr. Parkman has resided in Boston all his life.

HENRY PARKMAN.

He is earnest and enthusiastic in his political views, and is president of the Republican City Committee, to the work of which he devotes much time and energy. He has been for ten years secretary of the Provident Institution for Savings, the oldest as well as the largest savings bank in Boston. Apart from his legal practice and political and financial work, Mr. Parkman is interested in many philanthropical and progressive institutions. He is president of the Boston Training School for Nurses, an institution, the widespread usefulness of which is universally recognized. Mr. Parkman is also president of the Adams Nervine Asylum. Having gained for himself, early in life, a place at the top of the ladder, Mr. Parkman bears his honors with becoming modesty. He keeps up his interest in athletics with the enthusiasm of a boy, and no more fit man could be selected for the presidency of the Boston Athletic Association. Although burdened with an extensive law practice, Mr. Parkman finds time for his varied and multifarious interests in outside matters. He is a true Bostonian, and is identified with the best interests of the city. Mr. Parkman may properly be classed with that branch of the younger men of New England, who, while not precocious in the ordinary sense of the word, have very early in life assumed the responsibilities usually devolving upon men of more advanced years. Mr. Parkman is happily married, his wife having been Frances Parker, daughter of Cortland Parker, of Newark, N. J. Mr. and Mrs. Parkman have one child, a daughter.

THROUGH his work as an architect, and in the domain of social science and industrial statistics, Horace G. Wadlin is known to the Commonwealth of Massachusetts. Like many boys who have since distinguished themselves in the public life of New England, Mr. Wadlin laid the foundation of his education in the public schools. Although he is known as a successful architect, the trend of his mind peculiarly fits him for the statistical determination of economic and social questions, to which he is earnestly devoted. He is a man of varied attainments, and being in the prime of life has many years before him for the pursuit of his favorite studies, and the working out of those abstruse problems which the science of statistics presents to its votaries. Mr. Wadlin is essentially a man of the Massachusetts of to-day, and is one of the coterie of bright, active thinkers who keep the mental plane of the State at the high altitude it has always occupied. Horace G. Wadlin, chief of the Massachusetts Bureau of Statistics of Labor, was born in South Reading, now Wakefield, Mass., Oct. 2, 1851. He is the son of Daniel H. and Lucy E. (Brown) Wadlin. He was married Sept. 8, 1875, to Ella Frances Butterfield, of Wakefield, and now resides in Reading. After completing his education in the public schools and by private instruction, Mr. Wadlin studied the profession of architecture, beginning independent practice in Boston in 1874, his special lines of work including school, municipal and domestic buildings. Among the structures erected under his supervision are the Thornton Academy at Saco, the fine new high school at Biddeford, the Richard Sugden Library at Spencer, and numerous private residences in the vicinity of Boston. In 1879 he became an attaché of the Bureau of Statistics of Labor, in charge of special economic subjects, and was afterward connected with many of the more important investigations undertaken by the bureau. In the decennial census of 1885 he was chief of the division of libraries and schools. Upon the resignation of Colonel Carroll D. Wright, in October, 1888, Mr. Wadlin was appointed chief of the bureau, retiring from the practice of his profession to devote his entire attention to his official duties, and was reappointed in 1891 by Governor Russell. He was supervisor of the United States census in 1890, conducting the work of enumeration in Massachusetts. Mr. Wadlin has for many years been a member of the School Committee in Reading, and was for some time its chairman. He is now chairman of the trustees of the public library. He was a member of the Massachusetts House of Representatives in 1884, 1885, 1887 and 1888, serving on the committees on the census, woman suffrage, education, and railroads, and being House chairman of the last three. He is one of the vice-presidents of the American Statistical Association, a member of the American Social Science Association, and of the American Academy of Political and Social Science, a director of the American Unitarian Association, and a frequent lecturer on subjects connected with social science, history and art.

HORACE G. WADLIN.

THE high-water mark of the Massachusetts Democracy was reached in the year 1883, when the average vote for the Democratic State ticket, excepting the vote for governor, was 145,000. In that year Noah A. Plympton was in charge of the Democratic campaign, and to his shrewd management, perhaps as much as to any other cause, General Butler owed his election as governor of the Commonwealth. That political campaign will not be forgotten in this generation, at least.

NOAH A. PLYMPTON.

Mr. Plympton — he is known everywhere as "Colonel" Plympton, though, as he himself says, he received his commission as colonel only from the pen of a newspaper writer — was born in Shrewsbury, Mass., Sept. 7, 1841. After attending the common schools, he was, at the age of sixteen years, apprenticed to the watchmaker's trade and worked at it for five years. Until 1878 he was engaged in the watch and jewelry business in Worcester, Mass. He was elected a member of the Democratic State Central Committee in 1880, and was chosen chairman of the Executive Committee in 1882, having entire charge of the campaigns of 1882 and 1883, when General Butler was the Democratic candidate for governor. Mr. Plympton was elected chairman of the Democratic State Central Committee in January, 1884, but he resigned in the following June, and since that time he has had no active connection with politics. He was nominated by Governor Butler in 1883 for the office of insurance commissioner of the Commonwealth, but the nomination was rejected by the Executive Council on a strict party vote. In May, 1883, Insurance Commissioner Tarbox appointed him examiner for the Insurance Department of Massachusetts, and as such he examined many of the foreign companies doing business in this State. He resigned this office May 1, 1884. Mr. Plympton had been appointed in 1880 general agent for Massachusetts of the Penn Mutual Life Insurance Company of Philadelphia, and held the position until his appointment as examiner in the State Insurance Department. In May, 1884, he was re-appointed general agent of the Penn Mutual, and was made general manager of its New England department, Nov. 1, 1884. On that date he formed a copartnership with Mr. Bunting, and the insurance firm of Plympton & Bunting, general managers of the New England department of the Penn Mutual, has successfully continued business ever since, with offices at 29 Milk Street. Mr. Plympton was elected member of the Board of Trustees of the company in January, 1885, and is still a member of the board. He is also chairman of the Committee on Medical Department and of the Committee on Accounts. At the organization of the Butler Club, in May, 1887, Mr. Plympton was chosen president, and has been annually re-elected since that date. He is a member of Athelstan Lodge, F. and A. M., of Worcester, and of Worcester Chapter, R. A. M. In 1862 he was married to Miss Helen M. Flint, of Shrewsbury. They have five children, the eldest son being in business with his father, and a second son a student of law.

HENRY WALKER, the son of Ezra and Maria A. Walker, was born and educated in Boston. In the Latin School, where he was fitted for college, he won a Franklin medal, and other prizes for scholarship. He was graduated from Harvard University in the class of 1855, with Alexander Agassiz, Phillips Brooks, W. P. P. Longfellow, Theodore Lyman, F. P. Sanborn, and others, as classmates. Upon leaving college he studied law in the office of Hutchins & Wheeler. The bombardment of Fort Sumter began on April 12, 1861, and on the 15th, as adjutant of the Fourth Regiment of Massachusetts Infantry, he entered the military service of the United States, being the first Harvard graduate so to do. He remained with the regiment during its term of service, taking part in the battle of Big Bethel. Upon returning to Massachusetts, he was appointed lieutenant colonel of the regiment which, in 1862, was reported by Colonel Amory, chief of ordnance, "to be in a better condition than any militia regiment in the State." When not in the field, Colonel Walker was actively engaged in raising troops and in other work relating thereto. In 1862 he was appointed colonel of the Fourth Regiment, and went with it to the Gulf Department, where it took part in all the military operations of 1863,—the first march to Fort Hudson, the Teche expedition, and the siege of Fort Hudson. At the close of his term of service he was honorably discharged, receiving this endorsement from General Banks: "He was an honorable and patriotic officer; he was an ardent supporter of the policy of the war and of Mr. Lincoln's administration; he never used his authority for personal purposes, and was prompt and faithful in the performance of his duties." Colonel Walker was detained in New Orleans on court-martial duty after his regiment returned home. Upon the promise of the military authorities, of having a regiment raised in Texas, he remained there until the winter of 1864. Circumstances prevented this being done, and, after the loss of much time and labor, the enterprise was abandoned. Upon his return to Boston, Colonel Walker resumed the practice of his profession. He was license commissioner of the city from May 1, 1877, to July, 1878, and police commissioner from April 30, 1879, to April 22, 1882. During 1887 and 1888 Colonel Walker commanded the Ancient and Honorable Artillery Company, the oldest military organization on this continent, and presided with grace and ability on the occasion of its two hundred and fiftieth anniversary, June 4, 1888. As commander, he visited England to participate in the three hundred and fiftieth anniversary of the Honourable Artillery Company of London. Colonel Walker has been connected with various societies; has been for twenty years treasurer of Christ Church, Boston, a member of the Democratic State Central Committee many years, and its chairman; has been lieutenant, adjutant, lieutenant-colonel, and colonel in the State Militia, serving, in all, seven years; has been prominent in Grand Army circles, and has travelled extensively.

HENRY WALKER.

WHEN a man gives up a prosperous business to devote himself to working for others, it is because "the things which are seen" are less potent with him than "the things which are unseen," and the real is less than the ideal. William Henry Baldwin is that type of man. He left business to give his time and energies to religio-philanthropic work, especially among young men, and the Boston Young Men's Christian Union, with its membership of over five thousand, attests the earnestness and ability with which he has carried on its work for nearly a quarter of a century, since April, 1868. Born in Brighton, now a part of Boston, Oct. 20, 1826, Mr. Baldwin received his educational training in public and private schools. His school days being ended, he served as clerk for four years in a dry goods store at Brighton, and after that was engaged until 1850 with two importing and dry goods jobbing firms in Boston. In that year (1850) he went into business for himself, the firm name being Baldwin, Baxter & Curry, afterwards Baldwin & Curry (Mr. Baxter died in 1858), importers and jobbers of woollens. In 1865 Mr. Baldwin disposed of his interest in the firm and engaged in the dry goods commission business, in which he remained until 1868. That year was the turning point in Mr. Baldwin's life. Hitherto he had been the energetic business man, deeply interested, it is true, in religious and philanthropic subjects, but engrossed in mercantile affairs. Upon the reorganization of the Boston Young Men's Christian Union in April, 1868 (instituted in 1851), Mr. Baldwin was chosen its president. He was not previously consulted about it, and the appointment surprised him greatly. After some hesitation, however, he accepted, fully intending, as then stated by him, to give his services to the Union for only one year, and then re-engage in business. The work of the Union, however, had such a fascination for him, and he became so deeply interested in its growth and success, that he has not yet resigned the presidency, and his friends and admirers earnestly hope that it may be many years before he retires from the office. Mr. Baldwin is also president of the Children's Mission to the Children of the Destitute; vice-president of the National Unitarian Church Temperance Society; trustee of the Franklin Savings Bank; member of the Bostonian Society and of the Boston Memorial Association and a director in the Massachusetts Society for the Prevention of Cruelty to Animals. He has also been director and president of the Old Boston School-boys' Association; president of the Unitarian Sunday-school Society, of which he is now a director, and a member of the Boston School Committee. These are some of the directions in which his interests lie, and they indicate how catholic his sympathies are. Though profoundly interested in the political welfare of his city and State, Mr. Baldwin's other duties have prevented him from accepting public office of a political nature. He was married in 1851 to Mary Augusta Chaffee, of Boston. Of this union were nine children.

WILLIAM H. BALDWIN.

EDWARD EVERETT HALE was first licensed to preach more than half a century ago, and he has been hard at it ever since. Preaching by word, deed and pen, and by the multiplied influences of numberless organizations, there is no man in the land who has a larger audience than his. He belongs nearly as much to Texas and Arizona and Australia as to Boston. In a certain sense there is almost gratuitous impertinence in praising Edward Everett Hale. It is like praising the sky or the air or the elms on Boston Common. He is an institution of the city's life, as sincere, as untiring, as unconscious as they. Concerning himself he has said: "I had the great luck to be born in the middle of a large family. I lived with three brothers and three sisters. I was the fourth, counting each way. I was put on my Latin paradigms when I was six years old, and I learned them reasonably well. We limped through a Latin version of 'Robinson Crusoe' when I was eight years old. But I knew nothing of the Latin language, as a language, till I went to the Boston Latin School. I was ninth in a class of fifteen. That is about the average rank which I generally had. I owe my education chiefly to my father, my mother, and my older brother. My father introduced the railway system into New England when I was eleven years old." Dr. Hale graduated from Harvard in 1839. His first regular settlement was in 1846, as pastor of the Church of the Unity in Worcester, where he remained until 1856. In that year he was called to the South Congregational (Unitarian) Church in Boston, where he still preaches. He has been one of the most active men in our national literature and in many philanthropic movements. His pen has been constantly employed in the latter, while scores of volumes attest what he has done in the former. How he has found time for so much work, in addition to his pastoral duties, is a mystery. He shows the marks of the toil of the scholar in his countenance, but his general health has been sustained through it all, and he is in full physical and mental vigor after all these years of earnest work. In "My Double, and How He Undid Me," in the "Man Without a Country," and other short stories, he has achieved a personal immortality in letters. Artist as he has proved himself to be, his work in fiction has never been done for art's sake, but for the sake of all humanity. His book, "Ten Times One is Ten," led to the establishment of clubs devoted to charity, which are now scattered throughout the United States, with chapters in Europe, Asia, Africa and the islands of the Pacific. At the celebration of Dr. Hale's seventieth birthday, in April, 1892, there was gathered a distinguished assembly of Boston's leading men, Oliver Wendell Holmes contributing a poetical tribute, entitled "The Living Dynamo." Nov. 10, 1892, Dr. Hale occupied the pulpit in Berlin, Mass., from which he had preached his first sermon just fifty years before. He was married in 1852 to Emily Baldwin Perkins, of Hartford, Conn. They have had eight children, of whom six are living. Dr Hale resides in Roxbury.

EDWARD EVERETT HALE.

BANKER, writer on public topics, and man of business, Hosea Starr Ballou is a representative New Englander and a sterling son of Massachusetts. As the name implies, the family is of French extraction. Maturin Ballou, Huguenot, the first American ancestor, came to Rhode Island about 1645, and was a landed proprietor with Roger Williams in Providence. Forty years before the revocation of the Edict of Nantes, in 1685 (when the Bowdoins, the Faneuils and so many other honored Huguenot families found a refuge in the New World), Maturin Ballou had already fixed his home in Providence. He had died, and his sons, the second generation of Ballous in America, were already freeholders when the little Narragansett settlement was burned in the famous War of King Philip, in 1675. Of the distinguished progeny of Maturin Ballou was Hosea Ballou, the father of modern Universalism, who died in Boston in 1852. Another Hosea Ballou, his grandnephew, was also a distinguished Universalist clergyman and editor. He was the author of "The Ancient History of Universalism," a monumental work which earned for him the degree of D. C. L. from Harvard College. He was first president of Tufts College, where he died May 27, 1861. Elizabeth Ballou Garfield, mother of the late President Garfield, was a descendant in the sixth generation from the original Maturin Ballou. Hosea Starr Ballou, of Boston, nephew of the second Hosea, represents the eighth generation in America of this eminent family. Son of a Universalist clergyman, who in the fifties also dealt considerably in Illinois real estate, he was born in North Orange, Mass., Feb. 9, 1857. He was educated at Williston Seminary, Harvard College, the University of Berlin, Germany, and the Collège de France, Paris. In 1870 the business of the Ballou Banking Company was established. Since the incorporation of the institution Mr. Ballou has been the president. He has won for his banking house the implicit confidence of the investing public.

HOSEA STARR BALLOU.

The Ballou Banking Company has offices in Boston, Philadelphia, Baltimore, Sioux City, and in other cities of the United States and Europe. The Boston offices are in the Equitable Building, and it is here that Mr. Ballou gives his personal attention to the direction of the large business of the banking company in municipal, water, gas and street railway bonds, mortgages, commercial paper, central store property, leased for a long term of years, in Chicago, Minneapolis, St. Paul, Sioux City and Omaha. His intelligent discrimination and well-directed efforts have brought these cities and the tributary country much nearer to the Eastern investing public. But it is not in business and financial circles only that Hosea Starr Ballou is known. He is an original thinker, and has contributed many articles to the press, on European systems of education, and on matters of public polity, covering a wide range of thought. He has travelled extensively, and has published many short sketches of travel, notably on Southern Italy, and on Sweden, Norway and Denmark.

MASSACHUSETTS stands for many things, but for nothing more distinctly than for popular education. Her public schools have given her a supremacy in the educational world equal to that held by the Empire State in the commercial world. The growth and widening influence of the common school system are in no small measure due to the conservative, yet progressive, policy of the State Board of Education. Of this board, John Woodbridge Dickinson is the efficient secretary. His early years were passed in South Williamstown, Mass. He was the youngest but one of a family of nine children. At the age of nine years he was put to work on the farm during the summer months, attending school for a few weeks only during the winter. Having a strong desire for a liberal education, he passed through his preparatory course of studies at Greylock Institute, South Williamstown, and at Williston Seminary, Easthampton, and entered Williams College in 1848, graduating with classical honors in 1852. The same year he was appointed assistant teacher in the State Normal School at Westfield, and four years later was made its principal. For twenty-one years he performed the duties of his office with marked ability and success, preparing for the service of the State a large number of teachers, well trained in the philosophy and art of teaching, and gaining for the school a national reputation. Mr. Dickinson early became a diligent and successful student of pedagogical science. He was among the first to introduce those reforms in methods of teaching which have since been working their way into the best schools of the country. He trained his classes in the use of the analytic objective method of study and teaching, in presenting to their own minds, or to the minds of others, any branch of learning, whether subject or object. In 1877 Mr. Dickinson was called to the office of secretary of the Massachusetts Board of Education. His experience as teacher had well fitted him for the new position. During his term of service the cause of popular education has made great progress in the Commonwealth. The normal schools have grown strong in public favor; the teachers' institutes have been made to contribute more directly to an improvement in the methods of teaching; the final abolition of the school district system has been accomplished; the children of the Commonwealth have been provided with free text-books, and the small towns of the State have been aided in supplying themselves with well-trained school superintendents. Mr. Dickinson's annual reports hold a high rank among educational works, on account of their pedagogical value. Through his public addresses before educational associations, and through his management of the pedagogical department of the Chautauqua University, he has exerted a strong influence upon the teachers of the country. In 1856 Mr. Dickinson was married to Arexina G. Parsons, of North Yarmouth, Me. She was a graduate of Bradford Female Seminary, and a successful teacher. She died in 1892. There are two children, John Worthington and Susie Allen.

JOHN W. DICKINSON.

THE celebrated reformer and Universalist divine, Alonzo Ames Miner, son of Benajah Ames and Amanda (Carey) Miner, was born Aug. 17, 1814, in Lempster, N. H. He is the grandson of Charles Miner, a Revolutionary soldier, and descendant of Thomas Miner, who came to Charlestown in 1630. His English ancestor, Henry Bullman, in 1356 was honored by Edward III. with a coat of arms. From his sixteenth to his twentieth year, Dr. Miner taught in public schools. He was associated with James Garvin in 1834–35 in the joint conduct of the Cavendish (Vt.) Academy, and from 1835 to 1839 was at the head of the Unity (N. H.) Scientific and Military Academy. In 1838 he received the fellowship of the Universalist church, and was ordained to its ministry in 1839. After a three years' pastorate in Methuen, Mass., and six years in Lowell, he became the colleague of the venerable Hosea Ballou and successor of the Rev. Dr. E. H. Chapin in 1848, at the Second Universalist church of Boston. This pastorate still continues. Dr. Miner has always been closely connected with educational work, having served on the school boards of Methuen, Lowell and Boston, and on the Board of Overseers of Harvard College. From 1862 to 1875 he was president of Tufts College, retaining his Boston pastorate. An ardent friend of the college, he made the address at the laying of the corner-stone, and among other donations to it has given forty thousand dollars for a theological hall. He is now serving his twenty-fourth year on the State Board of Education, and for nearly twenty years has been chairman of the Board of Visitors of the State Normal Art School, which he was largely influential in establishing. He is a member of the American Academy of Political and Social Science and of the Executive Committee of the American Peace Society. He was for twenty years president of the Massachusetts Temperance Alliance, and preached the election sermon before the Legislature in 1884, which he handled so severely that it repealed the law providing for the annual election sermon. To perpetuate the Prohibitory party work, Dr. Miner permitted the use of his name as candidate for governor of the State when the politicians had frightened all others from the field. He delivered the civic oration July 4, 1855; received the honorary degree of A. M. from Tufts College, 1861; S. T. D. from Harvard, 1863; and LL. D. from Tufts, 1875. He has officiated at nearly twenty-three hundred funerals and solemnized nearly three thousand marriages. He is also president of the executive committee of the trustees of Tufts College, president of the trustees of the Bromfield School at Harvard, of the board of trustees of Dean Academy, at Franklin, and of the trustees and board of directors of the Universalist Publishing House, now located at No. 30 West Street, Boston, of which he was the originator. Dr. Miner is a man of striking individuality and intense activity. His great capacity for work has enabled him to crowd the labor of several life-times into one, and through his marked originality he is an impressive factor in Boston life.

ALONZO A. MINER.

THE man who first predicted the practical use of electricity for street railways must not pass without notice in any story of Massachusetts, although death has removed him from the sphere of his work. Calvin Allen Richards was born in Dorchester, Mass., March 4, 1828. He received his education in the public schools in and around Boston, and left school at an early age to assist his father, Isaiah D. Richards, in his business. He soon exhibited the executive ability which was so powerfully felt in his after-life. In 1852 he married Ann R. Babcock, daughter of Dexter Babcock, who is now living, an honored, retired merchant, in his ninety-sixth year. Two children were born of this union—a son who died in 1863, and a daughter who survives him. He remained in business with his father and brothers until 1861, when he opened a large establishment on Washington Street, and it was in this location that he amassed the bulk of his fortune. He was in the Common Council of Boston in 1858, 1859, and 1861, and in 1862 he was an alderman. In 1874 he became a prominent director of the Metropolitan Street Railroad, and, shortly after, its president. The Metropolitan Railroad, under his direction, became one of the largest and best managed in the country. He worked most zealously for the interests of the stockholders. In all labor disturbances it was his habit to appear personally before the different organizations and adjust matters amicably. In 1885 Mr. Richards became the president of the American Street Railway Association, composed of the executive officers of almost all the railroads in the United States and Canada. He was almost the first man to predict the use of electric power for street cars, which he did in a magnificent speech at the Fifth Avenue Hotel, in New York, in October, 1884. He was greatly beloved by his associates in this organization, and always received an earnest invitation to attend the conventions long after he turned aside from railroad life. Mr. Richards became associated with the new West End organization under President Whitney, but soon resigned. For a short time afterwards he was connected with the Boston Heating Company, but soon retired to private life after purchasing and remodelling the large office building, No. 114 State Street, which bears his name. The construction of this building was the closing act of Mr. Richards's business life, as he was stricken with the grip immediately after its completion, in January, 1890. His family and friends saw him failing quite rapidly for about two months before his death. He had been out on Monday morning (Feb. 15, 1892), for a short drive, and had answered a telephone call but a short half hour before he fell dead, his death being instantaneous, without one moment of suffering. His life needs no eulogy for those who knew him—a strong, firm, conscientious business man, who contributed much to the marvellous development of the street railway system in Boston, achieved a wonderful success, and left an ample fortune.

CALVIN A. RICHARDS.

IN the year 1887, a young man was elected to the Massachusetts House of Representatives from Melrose. No one dreamed at the time that he was going to make an epoch for himself in the Republican politics of the Commonwealth, be chosen for five consecutive years as speaker of the House — the fourth time with absolute unanimity — and be conspicuous among those who were considered worthy of the highest honors within the gift of the party. William Emerson Barrett's rise will long be recounted among the marvels in the history of Massachusetts politics. He is the most aggressive political fighter in the State, and many a time has snatched a brilliant victory from the edge of defeat. Whatever remains for him of political honors, his fifth year in the chair has brought him an unchallenged place among the memorable speakers of the House. Not alone in politics, however, has his career been most striking and exceptional. Taking the charge of a paper injured by poor management, he has placed it on a solid financial basis and regained for it its old-time position in moulding the public opinion of New England. A meagre outline of the life story of Mr. Barrett is as follows: He was born in Melrose, Mass., Dec. 29, 1858, the son of Augustus and Sarah (Emerson) Barrett. His education, begun in the public schools of his native town, was continued in the high school of Claremont, N. H., where his father was engaged in manufacture, and completed at Dartmouth College, from which he graduated in 1880. A few months later he went to work on the St. Albans (Vt.) *Messenger*, and remained there two years. In 1882 he came to Boston, obtained a position on the *Daily Advertiser*, and, after a preliminary experience as special correspondent in Maine during the campaign of that year, was sent to Washington as the regular correspondent of the paper. At the capital he developed rapidly, and soon became one of the best-known Washington correspondents in the country, his note and comment on political and other movements being often brilliant, and always bright. During the national campaign of 1884, Mr. Barrett's letters from the "doubtful" States were among the most important and interesting contributions to campaign literature, giving a perfectly unbiassed account of the situation. In June, 1886, Mr. Barrett was recalled from Washington and made managing editor of the *Advertiser*, subsequently becoming the publisher and leading owner of the property. He is now president of the Advertiser Newspaper Company and publisher of the *Advertiser* and the *Evening Record*, the latter — one of the liveliest and most out-spoken Republican papers in America — being the first successful Boston cent paper. In 1887 Mr. Barrett was elected to the lower House of the Massachusetts Legislature, and has been re-elected annually ever since, and its speaker since 1889. He is a member of a number of business corporations, of political and social clubs, and of the Masonic Order. He was married in 1887 to Miss Annie L. Bailey, of Claremont, N. H. They have two children, a daughter and a son.

WILLIAM E. BARRETT.

THE Boston Symphony Orchestra is conceded by all critics and musicians to be the finest one in this country, and one of the four or five best in the world. Hence the musical rank of its leader, Arthur Nikisch, is undisputed. He was born Oct. 12, 1855, in a small town called Szent-Miklos, in the principality of Liechtenstein, Germany. His father was head auditor and steward to the prince, and an enthusiastic musical amateur. In early childhood the boy showed such extraordinary talent that his parents determined to educate him as a musician. He began his studies with the violin, and mastered this instrument with such ease, and so completely, that at the age of eight he appeared in public with great success. When he was eleven years old he entered the Royal Conservatory in Vienna, devoting himself to all the technical branches of composition, and two years later he won the first prize in open competition for a sextet. He remained at the conservatory for eight years. One of his compositions — a cantata for solo, chorus and orchestra — was so successful as to be constantly repeated, and, as a special honor, on the occasion of his graduating from the conservatory, he publicly conducted a symphony. He was immensely popular with all his fellow-students, among whom were Motté and Fauré. After graduation, he was appointed one of the first violinists at the Royal Opera in Vienna, and in 1878 he went with Angelo Neumann to Leipsic, as assistant conductor in the Old Opera House, where at that time Anton Seidl was officiating as chief conductor. The following year Herr Nikisch was transferred to the New Opera House, where he remained until 1889, when his services were secured for the Boston Symphony Orchestra by Henry L. Higginson. Under Herr Nikisch's direction the Leipsic Theatre orchestra gained a European fame which entitled it to an equal, or even superior, place to the Gewandhaus orchestra, which had long been regarded as the best in the world. A performance of the colossal Ninth Symphony, which Herr Nikisch conducted in 1882, was said to have been the most magnificent ever given, while the superb manner in which he conducted the concerts of the Tonkuenstler-Versammlung in 1883 brought him a profusion of orders and decorations from all over Germany. Herr Nikisch has won the rare distinction of being able to conduct the long Wagner operas without once looking at the notes. On one occasion he was conducting the Ninth Symphony without looking at the score. He suddenly stopped, and told the players that they were not reading the passage right. They assured him it was according to the score, but he insisted that the score was wrong. On looking the matter up they found that Herr Nikisch was right, and that an error had been made in transcribing the notes. Herr Nikisch has fully maintained the high artistic standard which his predecessor, Herr Gericke, set for the Symphony concerts. He is married, and has a family of interesting children. His wife was an opera singer of considerable note in Germany, and she has appeared with success on the American concert stage.

ARTHUR NIKISCH.

AS soldier, man of affairs and patron of the arts and sciences, Nathan Appleton is one of the active and useful men of his generation. He was born in Boston, Feb. 2, 1843, the youngest son of Nathan and Harriot Coffin (Sumner) Appleton. Graduating at Harvard in 1863, he was commissioned second lieutenant in the Fifth Massachusetts Battery, and served in the autumn campaign of 1863 in Virginia. At one of the engagements subsequent to the Wilderness he was severely wounded, and was brevetted captain for gallantry. Resuming his duties as aid on the staff of General Wainwright, he was present at the battle of Five Forks and the surrender of Lee. As delegate of the Boston Board of Trade, he was present at the opening of the Suez Canal, in 1869, being, with one exception, the only accredited representative of his country on that occasion. He contributed largely to the French representation at the Centennial Exposition in Philadelphia. He has been a director in the American Metric Bureau, and was present at the Paris Exposition of 1878 as a delegate to several international congresses, representing the American Geographical Society at the Congress of Commercial Geography, attending the Congress for the Prevention of Cruelty to Animals as a delegate of the Massachusetts society, taking part in the deliberations for the proposed Franco-American treaty of commerce, and presenting a plan for unifying coinage at the Congress for Weights, Measures and Coins. In January, 1879, as representative of the American Geographical Society, and of the United States Board of Trade, he attended the international congress called by M. de Lesseps to decide upon the best route for a canal. Mr. Appleton was chairman of the Committee on Commercial Relations, and he voted with seventy-seven others in favor of the Panama route. In 1880 he accompanied M. de Lesseps from the Atlantic coast to the Pacific as his interpreter and the exponent of his views. Mr. Appleton is a member of the Loyal Legion, was commander of a Massachusetts Grand Army post for two years, and has been one of the vice-presidents of the Society of the Army of the Potomac. He is a vice-president of the Massachusetts Society of the Sons of the American Revolution. He has travelled extensively in Mexico, and Central and South America, bringing home many valuable gifts for art and educational institutions. During a recent sojourn in Santo Domingo, he took the initiative in encouraging the people to send an exhibit to the World's Fair. He is the author of two original plays, has been a frequent contributor to the press, and has delivered many public addresses, among them an address in the Old South Meeting House, Boston, June 14, 1877, on the occasion of the hundredth anniversary of the adoption of the American flag by Congress, and an oration at the unveiling of the Columbus statue in Boston, Oct. 21, 1892. His paper on "Harvard College during the War of the Rebellion," read before the Bostonian Society, has attracted wide attention.

NATHAN APPLETON.

EMORY J. HAYNES, D. D., the eloquent pastor of the People's Church, is one of the commanding figures in the Boston pulpit and in the Methodist Episcopal denomination. He was born in Cabot, Vt., Feb. 6, 1847, the son of Rev. Zadoc S. and Marion W. (Bayley) Haynes. In 1863 he entered Wesleyan University, Middletown, Conn. During his junior year at Wesleyan he preached his first sermon, in Royalton, Vt., his father, who was pastor of the church, being among the hearers. In his senior year he preached for the Main Street Church (Methodist Episcopal) at Norwich, Conn., and after graduating, in 1867, and joining the Providence Conference, he was regularly installed as pastor of the Norwich church, and remained there three years. In 1870 he was called to St. Paul's Church, Fall River, and from there he went to the Hanson Place Methodist Episcopal Church in Brooklyn, N. Y. His success here was phenomenal, the society and congregation rapidly increasing in numbers under his ministry. In 1873 the church laid the corner-stone of what is now the home of the largest Methodist Episcopal church and Sunday School in America. It was finished and dedicated in January, 1874. Mr. Haynes's next call was to the Seventh Avenue (now Grace) Methodist Episcopal Church in the same city. He had left the Hanson Place society with the mutual understanding that he would return at the end of three years, then the limit of the pastoral term. Before the close of the second year, however, his convictions concerning church government and practice had undergone something of a change, and he united with the Baptist denomination, accepting, in 1877, a call from the Washington Avenue Baptist Church, Brooklyn. He remained there until 1885, when he came to Boston as pastor of the Union Temple Church, Tremont Temple. His labors at this "free church of the strangers" for six years were highly successful, and his position here was one of the most laborious and influential in the Christian world, the aggregate audiences gathering at all the services in Tremont Temple each Sunday numbering ten thousand people. In 1891 Mr. Haynes resigned the pastorate of the Union Temple Church and offered himself to the bishops and conference of the New England branch of Methodism who appointed him at once to the People's Church, where he has since remained. His field of usefulness here is scarcely less broad than it was at Tremont Temple, and his hold upon the masses is particularly strong. He is the author of several works of fiction, including "Dollars and Duty," "A Wedding in War Time," and many short stories. He is president of the Anti-Tenement House League. Dr. Haynes has been twice married, his second wife being Grace, daughter of William and Mary E. Forby, of New York. They have five children. Mrs. Haynes owns a beautiful residence on the Hudson River, below Poughkeepsie, N. Y., where, because of long summer sojourns, Mr. Haynes is almost as well known as in Boston. Colby University conferred upon him the degree of D. D. in 1886.

EMORY J. HAYNES.

EDWARD AVERY has attained his distinguished position in the legal fraternity of Boston by severe attention to his profession and by his great natural ability for its details and intricacies. He was born in Marblehead, Mass., March, 12, 1828, being the son of General Samuel and Mary A. W. (Candler) Avery. General Samuel Avery was a native of Vermont, and served in the War of 1812. He subsequently removed to Marblehead, where he commanded the local brigade of militia for fifteen years, served many years as a selectman of the town, and represented it in the General Court. Edward Avery's mother was a daughter of Captain John Candler, of English descent. The branch of the family with which Edward Avery is connected is descended from Samuel Avery, a civil engineer, who received a grant of land in Vermont embracing the tracts known as Avery's Gores. Mr. Avery obtained his early education in the public schools of Marblehead, finishing in Brook's Classical School in Boston. He then entered the office of F. W. Choate, and later completed his course in the Harvard Law School. In April, 1849, he was admitted to the bar, and began practice in Barre, Mass. In 1851 he removed to Boston, and has since practised continually in that city, a greater part of the time in association with George M. Hobbs, under the firm name of Avery & Hobbs. Early in his career Mr. Avery became interested in politics, and since 1851, with the exception of a few years, he has been a member of the Democratic State Central Committee, being several times its chairman. He was once the Democratic candidate for attorney-general of the State, and several times for Congress. In the Democratic national conventions of 1868 and 1876 he was a delegate, and at both represented his State in the Committee on Resolutions. He has frequently presided over Democratic State conventions, and his addresses have always been masterly presentations of Democratic doctrines. He was a delegate to the Democratic National Convention of 1892, where he was a strong supporter of Mr. Cleveland's nomination. In 1867 he was one of the eight Democratic members of the lower House of the State Legislature, and served on the Committee on Probate and Chancery. In the campaign of the next year he was nominated for State senator, and on the night before election he was re-nominated for the House. Elected to both positions, he took his seat in the Senate. Mr. Avery is a member of the Grand Lodge of Masons of Massachusetts. For four years he was district deputy grand master of the sixteenth Massachusetts district, and for some time was junior grand warden of the Grand Lodge. In 1852 Mr. Avery married Susan Caroline, daughter of Caleb Stetson, of Boston. His second wife was Margaret, daughter of David Greene. There have been two children, a son and a daughter, the former, Albert E., being engaged in the practice of law with his father. Mr. Avery is reckoned among the most valued advisers of of the Democratic leaders in Massachusetts, the safe conservatism of his counsel proving of great use to his party.

EDWARD AVERY.

MODERN journalism in Boston dates from March 7, 1878. That was not the natal day of the Boston *Globe*, but on that date it was reorganized, rejuvenated, resurrected almost, and, under the management of Charles H. Taylor, started on a dazzling career which has few, if any, parallels in American journalism. In many respects, General Taylor's life has been a noteworthy one. It has been a display of heroic industry, zest, ambition, the bravest self-reliance, — and from slight beginnings he has achieved much. He was born in Charlestown, Mass., July 14, 1846, the son of John I. and Abigail R. (Hapgood) Taylor. He left school at the age of fifteen, and went to work in a Boston printing-office, where he learned the trade of a compositor. A year later, when he was employed in the *Traveller* office, he enlisted in the Thirty-eighth Massachusetts Regiment, and served in the field until wounded in the memorable assault on Port Hudson, June 14, 1863. Returning to Boston, he re-entered the *Traveller* office, and soon made his mark as a reporter. He mastered the difficulties of shorthand, and did much notable work as a stenographer. As Boston correspondent of the New York *Tribune* and the Cincinnati *Times*, he earned considerable reputation. In 1869 he became private secretary to Governor Claflin, and a member of the latter's military staff, with the rank of colonel, and as "Colonel Taylor" he has since been known throughout New England, though by the more recent appointment of Governor Russell he is now properly addressed as General Taylor. In 1872 he was elected to the House of Representatives from Somerville, and was re-elected the following year, receiving the unusual honor on both occasions of being the unanimous choice of his fellow-citizens, regardless of party lines. He was elected clerk of the House in 1873, and served until August of that year, when he took charge of the Boston *Globe*, then a new paper, which had been started about a year before, and which was struggling hard to obtain a foothold among the old Boston dailies. For nearly five years Colonel Taylor had an uphill struggle, and in that period he suffered enough discouragements to have completely disheartened any ordinary man. The *Globe* in those days was narrow, extremely literary, and correspondingly unremunerative. On March 7, 1878, Colonel Taylor took a bold step and reorganized the *Globe* as a Democratic two-cent daily paper, conducted on popular lines and appealing to the many instead of the few. Since that time it has been one of the marvels of American journalism, following up one original stroke with another, until its influence has completely revolutionized the press of Boston, and attaining a circulation which is conceded by all to be the largest in New England. General Taylor was married in 1866 to Georgiana O., daughter of George W. and L. F. Davis, of Charlestown. He spent the summer of 1891 in Europe, and during his absence his eldest son, C. H. Taylor, Jr. (who is now business manager), conducted alone the enormous business of the paper.

CHARLES H. TAYLOR.

BRYCE J. ALLAN, the only representative in Boston of the Allan Line of Royal Mail Steamships, is one of the figures in commercial and social life. He was born in 1862 in Montreal, Canada, the third son of Sir Hugh Allan, and from his youth has shown an aptitude for business. He came to Boston about ten years ago, and entered the office of H. & A. Allan, agents in this city of the Allan Line. After familiarizing himself with the business he succeeded to the agency in June, 1892, when he was made manager of the Boston office. Mr. Allan has been prominent in the social events of the city. Though he is unmarried, his home on Beacon Street in Boston and his new and beautiful cottage at Pride's Crossing, Beverly Farms, are well known as resorts of fashion and culture. Under his management the business of the Allan Line in this city has prospered greatly, and his is to-day foremost among the steamship agencies in New England. Mr. Allan's career in Boston has been so intimately connected with the Allan Line that some mention of that enterprise is fitting here. Captain Alexander Allan, a native of Saltcoats, Ayrshire, was the founder of the line. He was commander of the ship "Jean," and won a reputation for faithful performance of all contracts and quick and safe passages. In 1815, he ran the "Jean" from the Clyde to the St. Lawrence, and established a connection between these great rivers which has continued unbroken to this day. Ship after ship was added until Captain Allan was at the head of quite a fleet of packets. Two of his sons were seafaring men, and he made another son, Sir Hugh, a business man. A change in the transatlantic service was made in 1850, when the British government desired some firm to establish a fleet of screw steamers to carry regularly the mails from Liverpool to Canada. The Allans entered into the project, made all necessary arrangements, and submitted an offer to the government. For some reason the offer was rejected, and the contract was given to a Glasgow house. It did not give satisfaction, and in 1853 the contract was awarded to the Allans, who have held it since. In 1859 the service was greatly increased, and since then the fleet has been strengthened by new vessels and various improvements, until the Allan Line is second, in point of perfection, to no ocean mail service in the world. In 1862 the Newfoundland mails were taken, and in the same year the company loaded vessels at Baltimore. In 1876 a Uruguay service was established, in 1879 offices opened in Boston, and in 1884 a Philadelphia connection made. In 1890 the Messrs. Allan purchased the State line of steamships and opened an office in New York, having a weekly service between that port and Glasgow. The fleet at present consists of nearly fifty vessels, and the company controls and operates seven direct services between Europe and the United States and Canada. The name of Allan is indissolubly connected with the business of transatlantic steam transportation, and few firms have enjoyed such an uninterrupted career of prosperity.

BRYCE J. ALLAN.

ASSISTANT SECRETARY OF STATE WILLIAM FISHER WHARTON, who during the last three years has handled many of the nation's delicate and complicated diplomatic affairs with such skill, is a typical Bostonian. He is the son of William Craig and Nancy W. (Spring) Wharton, and was born at Jamaica Plain, June 28, 1847. When a boy he attended Epes Sargent Dixwell's school, Boston. He entered Harvard College in 1867, and was graduated in the class of 1870 with honors in Latin, Greek and ancient history. He studied law in the office of John C. Ropes and John C. Gray for a year, then attended the Harvard Law School two years, and was graduated in 1873, being admitted to the Suffolk bar the same year. He then travelled in Europe until the autumn of 1875, when he returned to Boston and began the practice of law, which he continued until April, 1889, when he was appointed by President Harrison assistant secretary of state of the United States. He served five successive terms in the Boston Common Council, 1880 to 1884 inclusive, early developing a talent and tact for leadership among the minority of that body, where his indefatigable and dignified efforts saved his party from overwhelming disaster. From 1885 to 1888, inclusive, he was a member of the Massachusetts House of Representatives, serving in 1885 as House chairman of the Committee on Cities, and as member of the Committee on Rules of the House; and in 1886 and 1887 as House chairman of the Committee on Railroads, and of the Joint Committee on Rules and chairman of the Committee on House Rules; and in 1888 as chairman of the Judiciary Committee and the Committee on House Rules, and House chairman of the Committee on Joint Rules. In 1883 he was appointed by the mayor of Boston one of the commissioners to revise the ordinances of the city. Before his appointment to his present position he had made international law a special study for many years, and had written a treatise on the subject. He is also the editor of the second edition of "Story on Partnership." As assistant secretary of state Mr. Wharton has had partial or entire charge of many difficult negotiations, involving the interest and the good name of the United States. During the illness of Secretary Blaine Mr. Wharton was for several months the acting head of the Department of State, and his handling of the Chilian negotiations, the Bering Sea difficulties, the Canadian fisheries question and other matters has placed him in the front rank of diplomats. Mr. Wharton is a member of the Somerset, Union and other leading clubs of Boston. Though he has always been recognized as a thorough Republican he is regarded by his political opponents as one whose manliness and independence are sufficient to cause him to be governed by his sense of right, irrespective of the demands of party. These qualities have endeared him to a wide circle of friends, both in New England and at Washington. Mr. Wharton was married to Miss Fanny Pickman, of Boston, who died in 1880.

WILLIAM F. WHARTON.

AS medical practitioner and author, Henry O. Marcy, A. M., M. D., LL. D., has won an international reputation. He was born in Otis, Mass., June 23, 1837. His ancestry dates back to the early settlers of Massachusetts Bay, and they were prominent participants in the development of the new country. Great-grandfather and son fought side by side in the Revolution, while Dr. Marcy's father, at the age of eighteen, was a a soldier in the War of 1812. Dr. Marcy received his preparatory and classical education at Wesleyan Academy in Wilbraham, and at Amherst College. Graduating from the medical department of Harvard in 1863, he was at once commissioned as assistant surgeon in the Forty-third Massachusetts Volunteers, and served with distinction until the close of the war, having been promoted from surgeon of brigade and division to a medical directorship. Dr. Marcy married Miss Sarah E. Wendell, of Great Falls, N. H., and settled in Cambridge. In 1869, accompanied by his wife, he went to Europe and entered the University of Berlin, devoting himself largely to the study of surgery, and in 1870 became the first American pupil of Professor Lister, of Edinburgh. Convinced of the correctness and value of the principles of the antiseptic methods of wound treatment, Dr. Marcy became at once the ardent advocate of the then revolutionary methods of surgical procedure. He established a hospital, for the demonstration of the new teaching, which is still successfully conducted. Since 1876 he has been an annual contributor of scientific papers to the American Medical Association. At the International Medical Congress in London in 1881, he was invited to open the discussion, before the most distinguished body of surgeons ever assembled, in defence of the principles of antiseptic surgery. In 1884 he published a translation of the works of the late Professor Ercolani, of Bologna. Dr. Marcy was one of the presidents of the International Medical Congress, held in Washington in 1887. He is a member, active or honorary, of many of the special medical societies in Europe and America, and is an officer and active promoter of the Pan-American Congress which convenes in Washington in 1893. In 1884 he was president of the American Academy of Medicine, and in 1887 Wesleyan University conferred upon him the degree of LL.D. His best known publications are: "Plastic Splints in Surgery" (1877); "Aspiration of the Knee Joint" (1879); "Histological Studies of the Development of the Osseous Callous in Man and Animals" (1881); "Cure of Hernia by the Antiseptic Use of the Animal Suture" (1878); "Best Methods of Operative Wound Treatment" (1882); "Comparative Value of Germicides" (1880); "Relations of Micro-Organisms to Sanitary Science" (1883); "Medical Legislation" (1885); "Surgical Advantages of the Buried Animal Suture" (1888); "Histological and Surgical Treatment of the Uterine Myoma" (1882). His latest publication, issued in 1892, is a quarto volume on the "Anatomy and Surgical Treatment of Hernia." Dr. Marcy resides at No. 180 Commonwealth Avenue.

HENRY O. MARCY.

A LIFE story which will repay attention is that of John Oscar Teele, son of Samuel and Ellen Chace (Clough) Teele, born in Wilmot, N. H., July 18, 1839. The family on his father's side is of Swiss origin, and on his mother's side, English. Early in the seventeenth century two brothers named Tell came from the Canton of Berne, Switzerland, and settled in Massachusetts, from the elder of whom Mr. Teele is descended. For two or three generations the name Tell was retained, as shown by records of real estate transfers, but for some reason was changed to Teel. Mr. Teele added the final "e" in 1867, simply as a matter of taste, and that change has since been adopted by all persons of that name in Massachusetts so far as known. He was fitted for college at the New Hampton and New London (N. H.) academies. He voted for President Lincoln in 1860, and then went immediately to New Orleans to engage in teaching for a while before proceeding with his college course. While in New Orleans he employed his spare time in reading law in the office of Judah P. Benjamin. Staying through the exciting times of the secession of States and until his friends in the South could no longer protect him from being drafted into the Confederate Army, he left for the North in the summer of 1861, passing through Tennessee and Kentucky on the last train which was allowed to go through until the close of the war. He entered the offices of the late Judge George W. Nesmith and Pike & Barnard, Franklin, N. H., and was admitted to the New Hampshire bar in 1862. In that year he enlisted with a Dartmouth College company which formed part of a Rhode Island squadron of cavalry. He was serving as clerk of a court martial at Winchester, Va., when that place was abandoned in September, 1862, the force retiring to Harper's Ferry. He was one of the body of cavalry that escaped from Harper's Ferry the night before the surrender to General Jackson, two days before the battle of Antietam. He commenced the practice of law at Hillsboro Bridge, N. H., in 1863, as a partner of Hon. James F. Briggs; was treasurer of Hillsboro County for two or three years, and removed to Boston in 1867. In 1868 he formed a partnership with the late attorney-general, Hon. Charles R. Train, which continued until Mr. Train's death, in 1885. His practice has been large and successful, with no specialty, except perhaps in advising towns and business corporations. Mr. Teele is a director in the Winnisimmet Company, the Atlas Mutual Insurance Company, the C. & K. Company, of Ballardvale, and other corporations. He was a member of the lower House of the Massachusetts Legislature in 1886 and 1887, serving on the Judiciary Committee, and declining to run for a third term. He was advanced two years for Dartmouth College, but his college course was interrupted by the war. He received his degree, however, from that college after the close of the war. He was married in February, 1868, to Mary Page Smith, daughter of the late Lewis Smith, of Waltham. They have one child living, a son now in Harvard College.

JOHN O. TEELE.

BOSTON'S brilliant young sculptor, Henry Hudson Kitson, has already cut for himself a niche in the temple of fame. Not yet thirty years of age, he is an artist of great promise. He was born near Huddersfield, Yorkshire, England, April 9, 1864. He was one of a large family, several of whom have since risen to distinction in the realm of literature, sculpture, or painting. As a boy he attended evening classes at the Mechanics' Institute at Huddersfield when but eight years old. Before his twelfth year he had taken several prizes, among them that given by the Institute for design. In 1877, when just thirteen years of age, young Kitson came to America and began work with his brother in New York on the Astor memorial for Trinity Church. It was during these years of practical work in the cutting of stone, that the young sculptor gained the knowledge and control of tools that has since distinguished him. During this period young Kitson did much work in conjunction with his brother on the art decorations of the principal palatial residences of New York. In 1882 Mr. Kitson entered the École des Beaux Arts and the École des Arts Décoratifs, at Paris. In the Salon of 1883, he exhibited his first bust from life, that of his friend, Angelo Schütze, musician and painter. The bust of Amour, a sweet-faced child, was executed this year. At the Beaux Arts he worked in the ateliers Dumont and Bonnassieux, and at the Arts Décoratifs with Millet and Gautier. About this time was commenced the "Music of the Sea," which appeared in the Salon of 1884 and drew forth universal admiration. This exquisite work is at present in the collection of Mrs. David P. Kimball, of Boston. "The Fisherman's Wife" and the "Singing Girl," both admirable, were modelled at this time. Returning to America, Mr. Kitson made a bust of John McCullough, the actor, from a death mask taken at Philadelphia. Later he modelled the beautiful and delicate bas-relief of Easter, the portrait of Miss Ruggles (Salon,'88) and the statue of the late Mayor Doyle, of Providence.

HENRY H. KITSON.

Mr. Kitson was commissioned by the Roumanian Government to execute a portrait bust of Queen Elizabeth (Carmen Sylva), for which he was decorated Commander of the Royal Order of Bene Merenti, and also received the Queen's medal. From the American Art Association and from the Massachusetts Charitable Mechanic Association he has received gold medals, and the only medal awarded for sculpture in the American Section at the Universal Exposition in Paris, in 1889, was awarded to him. He modelled for the Drexels of Philadelphia a life-size figure of Christ on the cross. He has executed many other works of merit, his range being very extensive. The most recent public works which Mr. Kitson has completed are the statue of Admiral Farragut, for the city of Boston, and the fountain for the Dyer Memorial in Providence. Mr. Kitson is a member of the Ethnographical Society and of the Société Americaine de France. An artist by predilection, his scope has been enlarged by study and travel, and his method enriched by worthy association.

CARROLL DAVIDSON WRIGHT, United States commissioner of labor, and one of the foremost statisticians of the country, was born in Dunbarton, N. H., July 25, 1840. He was educated in New Hampshire and Vermont, and began the study of law, but at the beginning of the Civil War gave it up to enlist in the Fourteenth New Hampshire Regiment, of which he became colonel in December, 1864. He served as acting assistant adjutant-general under General Sheridan, resigning in March, 1865, and in October of the same year was admitted to the bar of New Hampshire. Being in ill health, Mr. Wright decided upon a change of residence, and moved to Massachusetts. During 1871–72 he was a member of the Senate of this State, at which time he secured the passage of a bill to provide for the establishment of workingmen's trains to Boston from the suburban districts. From 1873 to 1888 Mr. Wright was chief of the State Bureau of Statistics of Labor, and in 1880 was appointed supervisor of the United States census in Massachusetts; he was also special agent of the census on the factory system. The Bureau of Labor in the Interior Department at Washington was created in June, 1884, and in January, 1885, Mr. Wright was made the first commissioner, which position he now holds. The governor of Massachusetts, in 1885, gave him a commission to investigate the records of the towns, parishes, counties and courts of the State, and the work was carried on energetically and with good results. Colonel Wright was a Republican presidential elector in 1876, and has had charge of the decennial census in the State of Massachusetts in 1875 and 1885. During 1879 he was lecturer on phases of the labor question, ethically considered, at the Lowell Institute in Boston, and in 1881 was university lecturer at Harvard, on the factory system. Mr. Wright has also been recording secretary of the American Social Science Association, and is a member of a number of scientific societies. In 1883 he received the degree of A. M. from Tufts College. Colonel Wright has published a number of books of great value, dealing chiefly with labor problems, in which he is deeply interested. His works include: "Annual Reports of the Massachusetts Bureau of Statistics of Labor" (fifteen volumes, Boston, 1873–88); "Census of Massachusetts" (three volumes, 1876–77); "The Statistics of Boston" (1882); "The Factory System of the United States" (Washington, 1882); "The Census of Massachusetts" (four volumes, Boston, 1887–88); "Reports of United States Commissioner of Labor," including "Industrial Depressions" (Boston, 1882); "The Factory System as an Element in Civilization" (1882); "Scientific Basis of Tariff Legislation" (1884); "The Present Actual Condition of the Workingman" (1887); "The Study of Statistics in Colleges" (1887); "Problems of the Census" (1887); "Hand Labor in Prisons" (1887); "Historical Sketch of the Knights of Labor" (1887); "The Growth and Purposes of Bureaus of Statistics of Labor" (1888).

CARROLL D. WRIGHT.

"THE Nestor of Massachusetts Democracy," as General Patrick A. Collins once styled him, is Charles Levi Woodbury. In his seventy-second year, he is still as alert and vigorous as if he were only twenty-five, and as close an observer, and as shrewd a student of politics as when he did his first active campaign work for James K. Polk in 1844, and later for Franklin Pierce in 1852. Descended from John Woodbury, one of the early pioneers who settled on Cape Ann in 1624, Charles Levi Woodbury was born in Portsmouth, Rockingham County, N. H., May 22, 1820. When he was eleven years of age he removed to Washington with his father's family, and received his early education in the capital city of the nation. After his admission to the bar in the District of Columbia, Mr. Woodbury practised in Alabama, and some time later came to Boston, where he has been in active practice ever since. His chief practice has been in the Circuit Courts of the United States, and in the Supreme Court at Washington, while throughout the entire country he is recognized as one of the ablest expounders of constitutional as well as of international law now living. In 1853 Mr. Woodbury declined the mission to Bolivia, which was tendered to him by President Franklin Pierce. He was elected as a representative to the State Legislature of New Hampshire in 1857. In the same year he was appointed United States district attorney for Massachusetts. Mr. Woodbury was elected to the Massachusetts Legislature in 1870 and 1871. He has never aspired to political office, although, in addition to his lifelong devotion to the principles of Thomas Jefferson and Andrew Jackson, with the latter of whom he was personally acquainted, he has often held important positions in Democratic organizations, and has been a frequent speaker in defence of the principles of the Democratic party in presidential campaigns. He is a member of the New England Historic Genealogical Society, and an honorary member of the historical societies of Maine and New Hampshire. Mr. Woodbury has held high offices in the York and Scottish rites of the Masonic organization, and is now second officer of the Supreme Council of the latter body, as well as a member of the Board of Trustees of the Grand Lodge of Massachusetts. Mr. Woodbury has also done considerable legal literary work, being one of the compilers of three volumes of "Woodbury and Minot's Reports," and editor of the second and third volumes of "Levi Woodbury's Writings." On the question of the fisheries, which has led to so much discussion between this country and Canada, Mr. Woodbury is one of the foremost authorities in the United States, and he has published several volumes dealing with this and other questions involving our diplomatic relations with Great Britain. He is also an authority on antiquarian, masonic, political and historical subjects, on which he has from time to time delivered numerous speeches and orations. In Boston, as well as in Washington, Mr. Woodbury has long been a conspicuous and familiar figure.

CHARLES LEVI WOODBURY.

WHEN Governor Russell, in May, 1892, appointed John William Corcoran as associate justice of the Superior Court, the Democracy of Massachusetts lost one of its most influential workers, but the bench gained a useful and honored member. Judge Corcoran has probably led more forlorn hopes than any other man in Massachusetts politics, having been a candidate for State senator once, for district attorney of Worcester County twice, for attorney-general twice, and for lieutenant-governor four times. His prominence as a candidate on the Democratic State ticket involved an immense amount of campaign service, and has made his name as familiar throughout New England as those of Russell, Collins, Prince or Matthews. He never became so fascinated with politics, however, as to let it impede his progress in the legal profession, in which, by close attention to work, he attained high rank. Gifted with versatile talents, the practical side of his character has won for him the large measure of respect that is felt by all who have been brought into either business or political association with him. He was born, June 14, 1853, at Batavia, N. Y., whither his parents had gone from Clinton, Mass. His family returning to Clinton, he attended the public schools in that town, afterwards taking a preparatory course at Holy Cross College, Worcester, then continuing his studies at St. John's, Fordham, in New York, and graduating from the Boston University Law School in 1875. Having been admitted to the bar, he opened an office in Clinton, and later formed a partnership with Herbert Parker. Since 1889 he has had an office in Boston. Mr. Corcoran was appointed in January, 1886, receiver of the Lancaster National Bank, whose president had absconded, leaving the bank burdened with worthless paper, and its vaults rifled of the most valuable securities. In the following July Mr. Corcoran declared a dividend of fifty per cent, and dividends periodically thereafter until the creditors received one hundred and nine per cent, in full of their claims, including interest, for all of which he was the recipient of special mention by the comptroller of the currency. His fellow-citizens in Clinton have made him school committeeman, town solicitor, secretary and treasurer of the Water Board, and president of the Board of Trade. He was a member of the Democratic State Committee from 1883 until his resignation in 1892, and its chairman two years; delegate to the National Democratic conventions of 1884 and 1888, being chairman of the Massachusetts delegation in the latter year; judge-advocate general on Governor Russell's staff, and chairman of the Massachusetts Board of Managers of the World's Columbian Exposition, resigning on his appointment to the bench. As candidate for lieutenant-governor in 1888, 1889, 1890 and 1891, he ran ahead of all the other Democratic candidates except the head of the ticket in the three years last named. He was married in 1881 to Margaret J., daughter of Patrick and Mary McDonald, of Boston. They have two daughters and one son. Judge Corcoran resides in Clinton.

JOHN W. CORCORAN.

NO State in the Union has more effective laws to prevent the adulteration of foods than has Massachusetts. A good share of this legislation owes its origin to Professor James Francis Babcock, a chemist of national reputation, and also known as the inventor of the Babcock Fire Extinguisher. In an eminent degree he combines scientific attainments with practical ability, and has been successful as an original investigator and as a man of business. He was born in Boston, Feb. 23, 1844, the son of Archibald D. and Fanny F. (Richards) Babcock. Graduating from the Quincy Grammar School in 1857 and from the English High School in 1860, he matriculated at Harvard, where, in the Lawrence Scientific School, under Professor E. N. Horsford, he took up the special study of chemistry. Completing the course, he began the practice of chemistry in Boston, where he has since lived. As a chemical expert he soon acquired a reputation which has steadily grown with the years. The directors of the Massachusetts College of Pharmacy called him to the chair of chemistry in that institution in 1869. He held this position until 1874, when he resigned to accept the professorship of chemistry in Boston University, and remained there until 1880. As an instructor, Professor Babcock had the faculty of inspiring those who came under his guidance with his own enthusiasm for science, and his treatment of obscure problems in the laboratory is said to have been remarkably lucid. In 1875 Governor Gaston appointed him State Assayer and Inspector of Liquors, and he continued in this office through every administration until 1885, having been re-appointed by Governors Rice, Talbot, Long, Butler and Robinson. Among the services which Professor Babcock rendered to the Commonwealth during his long tenure of office as State assayer, is to be noted his successful advocacy of legislation defining the term "intoxicating liquor," and setting the three per cent. limit (subsequently reduced to one per cent.), which was incorporated into the Statutes of 1880. In 1885 Mayor O'Brien appointed Professor Babcock inspector of milk for the city of Boston. He held this office four years, and greatly increased its efficiency by improving the methods of carrying out the details of the work of the office. Professor Babcock succeeded in almost wholly suppressing the use of arnotto and other coloring matter in milk, which had previously been universal among the dealers. This difficult task Professor Babcock accomplished by the discovery and application of new methods for the detection of coloring matters in milk. These methods have since been adopted by milk analysts in many other cities. As a chemical expert Professor Babcock has frequently been called upon to testify in important court cases in this and other States, and his opinions are accepted as final in matters connected with his profession. He is also well known as a lyceum lecturer on scientific subjects, which he treats in a popular style and with great clearness. In 1865 he married Mary Porter Crosby, of Boston. They have three children.

JAMES F. BABCOCK.

ANDREW JACKSON BAILEY, city solicitor, has charge of Boston's interests in the courts. As attorney and as legislator he had given ample proof that they would be safe in his keeping, and he has fully justified the predictions that were made at the time of his election in 1881. Mr. Bailey was born in Charlestown, Mass., July 18, 1840, the son of Barker and Alice (Ayers) Bailey. He was educated at the public schools and at Harvard, being a member of the class of 1863. He enlisted in 1861 in the Charlestown City Guards, Company K, Fifth Regiment, and was in the first battle of Bull Run. In 1864 he again enlisted, and was commissioned lieutenant in Company H, Fifth Regiment. At the close of the war, Mr. Bailey began the study of law, and in 1866 was elected clerk of the police court in Charlestown, holding that office until 1871. He was admitted to the bar in 1867. A service of four terms in the General Court gave him a wide experience in legislative matters, and he made a most creditable record in the House as chairman of the Committee on Mercantile Affairs, and of the Committee on Elections. In the Senate he served on the Committee on the Hoosac Tunnel Railroad, and was instrumental in the legislation which resulted in the State's parting with the tunnel. In the Senate, as chairman of the Committee on Labor Matters, he secured the passage of the first bill regulating the employment of women and children in manufacturing establishments. Mr. Bailey was a member of the Common Council of Charlestown in 1868 and 1869, and of the School Committee from 1869 to 1872, and was president of the Council in 1869. He was a member of the Common Council of Boston in 1880 and 1881, and was president of that body in the latter year. He resigned in November, and was subsequently elected city solicitor, which office he has since held continuously by election or appointment. Mr. Bailey has always taken an active interest in the welfare of the veterans, was one of the promoters of the Soldiers' Home in Massachusetts, and has been on the Board of Trustees since its incorporation. He is a member of Post 11, G. A. R., and was for two years judge-advocate of the Department of Massachusetts. Mr. Bailey is one of the charter members of Faith Lodge of Free Masons, and a member of Hugh de Payen Commandery. He is a member of the Massachusetts Commandery of the Loyal Legion, and of the Bunker Hill Monument Association. In 1869 Mr. Bailey was married to Miss Abby V. Getchell, of Charlestown. As city solicitor Mr. Bailey has been singularly fortunate in his trial of causes for the municipality, and not the slightest criticism has ever been passed upon his management of the city's interests entrusted to his care. That he enjoys the implicit confidence of all his fellow-citizens, irrespective of party, and is well liked in social as well as in legal circles, shows better than anything else the fine qualities of the man. Mr. Bailey is regarded as a man of sound judgment, whose opinion is sure to be the result of careful consideration.

ANDREW J. BAILEY.

THE youngest of the leading New England financiers is Dwight Braman. He is the eldest surviving son of the late Colonel Jarvis Dwight Braman, and was born in Boston, March 6, 1861. He comes from a family which for six generations has been noted for its public spirit. Impatient to enter the financial world, Mr. Braman declined to go to college with most of his associates, but went into business instead. He was the youngest member ever elected to the Boston Stock Exchange. One of his first, as well as one of his greatest, financial undertakings, which had previously caused the collapse of other financiers, was the absorption, single-handed, of the Eastern Railroad. The stock was practically worthless as a dividend-paying investment, but by formulating plans to remove the obstacles and appealing to the Supreme Court of Massachusetts on one of the finest points of law ever made, Mr. Braman won the case, the debt of the road was reduced from sixteen to ten million dollars, and the stock was made a dividend-paying one. And this when Mr. Braman was only twenty-five years of age. He next planned the consolidation of the Eastern with the Boston & Maine, and in this made several millions for himself and his associates. This consolidation was effected after the necessary legislation in various States had been secured. Mr. Braman's next great plan was the uniting of all the street railway lines in Boston under one management, which was successfully accomplished. He next opened negotiations for the control and purchase of the Poughkeepsie Bridge and the connecting roads into New York, New Jersey and Connecticut, which he regarded as of vital importance to Boston interests. Mr. Braman got control of the bridge, but owing to the sudden death of the manager of the Boston & Maine, it was turned over to the Reading, which made possible the formation of the famous coal combination. Mr. Braman then set to work to get the Reading interested in the Boston & Maine, so that the two combinations could be operated together in harmony under one management, the Reading controlling the coal fields and the Boston & Maine supplying the market. This great consolidation of interests was finally effected, bringing under one head nine thousand miles of track and one hundred and twenty thousand employees. Mr. Braman is president of the San Diego Land and Town Company and of the National City & Otay Railroad Company, and trustee or director in many large corporations. His ambition has always been to see Boston have a great through trunk-line of its own, independent of rival interests, and this has now, in great measure through his efforts, been accomplished. He is fond of athletics and is an accomplished horseman and yachtsman. He is also a patron of music and art. Mr. Braman is unmarried. His vast financial interests, his deeds of service to others, including the gift of a library, the endowment of a hospital for consumptives and numerous other useful acts of charity and benevolence quietly administered, have kept him fully occupied.

DWIGHT BRAMAN.

ORGANIZED effort, directed by a liberal and far-seeing public spirit, has always characterized the leading business men of Boston, and has accomplished much for the general good. In no city of the country is there to be found a more efficient and influential body of business men than the Boston Merchants' Association. It has been more prominently identified than any other organization with the work of securing national legislation in the interests of trade, its influence having been most potent at Washington in behalf of a national bankruptcy law and many other measures. Upon the shoulders of Beverly K. Moore, secretary of the Boston Merchants' Association, has fallen no small share of the burden and responsibility of bringing these weighty matters to a successful issue. By natural ability, and by a varied experience in legal, financial and commercial affairs, he has been handsomely equipped for his duties. Mr. Moore has probably had more experience in Washington than any other New Englander who is not a legislator. He was born in Biddeford, Me., Nov. 25, 1847, the son of Jeremiah and Juliet Kendal Moore. Coming to Massachusetts in early life, he read law in Boston in 1869 and 1870, and then for several years travelled throughout the West and South in the interest of a leading mercantile agency of New York. In 1876 he returned to Boston, where he established a branch of the agency and remained in charge of it about two years. The two following years he was superintendent of the Louisville (Ky.) branch of Bradstreet's Agency.

BEVERLY K. MOORE.

Returning again to Boston, in 1881, he opened a law and collection business, which has ever since been remarkably prosperous, growing to such proportions that it was found necessary to incorporate it. This was done in 1889, under the name of the Mercantile Law Company, with Mr. Moore as its president. The company has entire charge of the collection department of the Boston Merchants' Association, and has associate offices in all the large cities. The collection department of the Merchants' Association was established by Mr. Moore in 1883. In commercial circles throughout the country Mr. Moore is widely known. At the annual meeting of the Associated Law and Collection Offices, in June, 1891, he was chosen president of the organization. He has also been treasurer of the Home Market Club for a number of years, and has contributed much, in connection with Colonel Clarke, toward the effectiveness of that organization. Mr. Moore's manifold duties, as secretary of the Boston Merchants' Association (an office which he has held since 1883), as treasurer of the Home Market Club, and as president of the Mercantile Law Company, are sufficient to tax the energies of ten ordinary men. But in addition to these he has important private business interests. He finds at his beautiful home in Newtonville — the Governor Claflin estate — his only rest and relaxation from business cares. Mr. Moore was married in 1876 to Miss Annie T. Hooper, daughter of Colonel E. H. C. Hooper, of Biddeford, Me. They have five children.

THE fortune of George Fordyce Blake, the head of that great enterprise, the George F. Blake Manufacturing Company, was founded on his invention of a steam pump, many years ago. He was born in Farmington, Me., on May 20, 1819, being the son of Thomas Dawes Blake. Mr. Blake is descended from a famous New England family, one of his ancestors being William Blake, who came to this country in 1630 from Little Baddow, Essex, England, to settle in Dorchester. When the War of the Revolution broke out, Increase Blake, grandfather of George F., was living in Boston, where he was engaged in the manufacture of tin-plate goods. He refused to supply the British troops with canteens, and in retaliation they destroyed his shop and other property. Thomas Dawes Blake was born in Boston, studied medicine, and after a time settled in Farmington, Me. George F., at the age of fourteen, was apprenticed to the trade of house-building, and in 1839 left Farmington and went to Peabody, Mass., where he worked at his trade seven years. Then he entered the employ of Peter Hubbell, at Cambridge, Mass., as mechanical engineer at Mr. Hubbell's brick-yards, where he had general charge of the works. In 1862 he was granted a patent for a water meter. In time, the brick-yards having been removed to Medford, it was found that the clay there could not be worked with the ordinary machinery. Mr. Blake, therefore, planned and constructed a new machine for pulverizing the clay, and patented this invention in 1861. The clay pits constantly filled with water, and Mr. Blake set to work to overcome this difficulty. The result was the Blake steam pump, which is perhaps his greatest mechanical triumph. The pump was put to severe tests in the clay pits to keep them free of water, and the new invention was found to be a nearly perfect thing. In 1864 Mr. Blake, in association with Job A. Turner and Peter Hubbell, began the manufacture and sale of these pumps and water meters in a little shop on Province Street, Boston. Growing business caused several successive removals, until, in 1873, the firm occupied a large building at the corner of Causeway and Friend streets. The foundry for large castings was at East Cambridge. In 1874 a joint stock company was formed, under the title of "The George F. Blake Manufacturing Company," with George F. Blake as its president. In 1879 the plant of the Knowles Steam-pump Works at Warren, Mass., was purchased, and in 1890 the Blake Company removed its manufactory to East Cambridge, where it now occupies works covering four acres, and with a main building four hundred feet long and one hundred feet wide. The business was recently purchased by an English syndicate, but Mr. Blake still retains an interest in it. The company has built some of the most notable steam pumps in use, some having a capacity of twenty million gallons of water in twenty-four hours. Mr. Blake possesses, in a high degree, the rare combination of inventive talents and great business ability.

GEORGE F. BLAKE.

AMONG the manufacturers of New England none stand higher in the estimation of their fellows than John Hopewell, Jr., who was born in Greenfield, Mass., in February, 1844. When he was one year old his parents moved to Shelburne Falls, where he lived until 1861. He attended school until he was fourteen; he then went with Lamson, Goodnow & Co., and learned the cutlery trade. During a part of this time he attended night school at the academy. He then studied at a private school until he went to Springfield to live, where he procured employment with the Wason Manufacturing Company. During the war young Hopewell worked in the United States Armory, and at the close of the Rebellion he was discharged, owing to an order from Washington to get rid of all the single men. During this time he thoroughly mastered book-keeping, and procured a position as accountant, but his active temperament made the work distasteful to him. He next engaged in the publishing business in Albany. As a new venture he sold L. C. Chase & Co.'s robes and blankets for Josiah Cummings, of Springfield. During this time he made arrangements to handle Chase's goods on the road, and then came to Boston as their representative. He thus came in close contact with the Chases, L. C. and H. F., who were at the head of their business in this country. They, in company with Thomas Goodall, had just formed a partnership in the erection of the Sanford Mills. The business grew rapidly from the time Mr. Hopewell connected himself with the concern, and in a short time he succeeded the Chases, between whom and himself the most pleasant friendship has continued to exist. Mr. Hopewell is an ardent protectionist, and he believes that the permanent good of the country depends upon the protective principle. He has been a director, and one of the most active members, of the Home Market Club since its organization, and on more than one occasion has given public utterance to his views in an able manner In 1891 Mr. Hopewell was elected to the Massachusetts Legislature, but owing to ill health he was unable to attend its sessions, or take an active part in its deliberations. Regarded as one of the foremost business men and financiers of the East, it is not surprising that his support is usually sought in behalf of important commercial ventures. Directorships innumerable have been tendered him, but his firm's interests have prevented his acceptance thereof, and beyond a seat at the board of one important bank, and several other organizations, he has hitherto declined all such offers. Three years ago Mr. Hopewell became interested in Southern enterprises, and became vice-president, and on the death of General Fiske was elected president, of the company that created Harriman, the new city of Tennessee. The latter office, which has since been assumed by Ex-Postmaster Thomas L. James, of New York, he declined. Mr. Hopewell is a member of the Cambridge, Colonial and Union clubs of Cambridge, and of the Art Club of Boston.

JOHN HOPEWELL, JR.

THE history of the Old Colony Railroad forms an integral part of the history of Massachusetts, not only of to-day, but of the past, and the career of its president, Mr. C. F. Choate, is of interest to all who are interested in the welfare of the State. That he came to his present position well equipped for the duties of the office is evidenced by the giant strides that the company has made, showing an enterprise well and wisely directed which has made itself felt all over the country.

C. F. CHOATE.

Charles Francis Choate, son of Dr. George and Margaret (Hodges) Choate, was born in Salem, Essex County, May 16, 1828. He is a lineal descendant of John Choate, the common ancestor of this distinguished family in Massachusetts. John Choate came from the west of England to the colonies about 1641, and settled at Chebacco, now Essex. The early education of Mr. Choate was received in the public schools of Salem, ending in the Salem Latin School, where he prepared for college. He was graduated from Harvard in the class of 1849. He then became a tutor in mathematics, and while discharging the duties appertaining to his position also attended the law and scientific schools of the university. He was admitted to the Suffolk County bar in September, 1855, and at once opened a law office in Boston. His legal practice was largely devoted to railroad interests, including those of the Old Colony Railroad Company, of which he was counsel. The knowledge and experience thus gained in twenty-two years of professional life eminently qualified him for the position he now holds.

Mr. Choate's primary association with the Old Colony Railroad was in the capacity of counsellor to the corporation, having been employed as such since 1865. In 1872 he was elected to membership in the board of directors, and in 1877 was chosen the president of the company by a unanimous vote. Since that time he has been honored with consecutive annual re-elections. Since his administration began, the record of the road has been one of continuous and remarkable prosperity and growth. Simultaneously with his election to the presidency of the Old Colony Railroad Company he was elected to the presidency of the Old Colony Steamboat Company. Mr. Choate has been a director and vice-president of the New England Trust Company for several years, and is vice-president of the Massachusetts Hospital Life Insurance Company; but with these exceptions he has declined to accept any office in addition to those in which he has won so much distinction, and the duties and responsibilities of which are sufficiently exacting for the abilities of any one administrator. Mr. Choate was married in Utica, N. Y., Nov. 7, 1855, to Elizabeth W., daughter of Edward and Hannah (Thompson) Carlile, of Providence, R. I. Of this union were five children: Edward C., Sarah C. (wife of J. Montgomery Sears), Margaret M. (wife of Nathaniel I. Bowditch), Helen, and Charles F. Choate, Jr. The last-named is a successful lawyer in Boston. Mr. Choate lives on Beacon Street, and his country residence is in Southboro.

TO the great majority of lawyers success at the bar comes only after many years of struggle. To W. E. L. Dillaway, however, it came before he had even been admitted to the bar. At the age of nineteen, while studying in the office of A. A. Ranney and Nathan Morse, he argued his first brief before the full bench of the Massachusetts Supreme Court, and won his case. That success was followed by an almost unbroken line of legal victories, quite unprecedented in a young man, until, at the age of thirty-six, Mr. Dillaway retired from practice to devote his entire time to his vast financial interests. Born in Boston, Feb. 17, 1852, Mr. Dillaway is a descendant of one of the oldest Boston families. He was educated in the public schools, and after graduating at the English High School he took a special course at Harvard, graduating from the law department in the class of 1871 when but eighteen years old. Two years of study in the office of Ranney & Morse followed, and in 1873, before he had attained his majority, Mr. Dillaway was admitted to the bar. He had already had an extensive experience as a jury lawyer, his persuasive eloquence and his ready wit, combined with his legal acumen, making him unusually successful in jury cases. After remaining with Messrs. Ranney & Morse for a time, Mr. Dillaway engaged in general practice. From the very beginning of his legal career, Mr. Dillaway had the largest and most lucrative practice enjoyed by any young man at the bar in Boston. Besides being the attorney for many banks and corporations, he was prominently identified as counsel in the Smith will case, in the patent litigation of the National Pump Association, in the failure of the famous Pacific National Bank, and in numerous other important cases. He was also counsel for the West End Street Railway Company, having entire charge of its legislative matters, upon which all its subsequent success was founded. Mr. Dillaway was sole counsel for the Bay State Gas Company, in all its controversies for admission to the right to do business in Massachusetts, and in the course of that litigation was opposed at one time or another by all the leading lawyers of the State. In every case he was successful. He had charge of the negotiations, oftentimes delicate and complicated, which brought about the consolidation of the gas companies in Boston, and is a director in all of them, as well as being the heaviest owner of gas stock in Boston. In 1888 Mr. Dillaway retired from the practice of law, having found that his private business and that of the corporations with which he is connected called for his entire attention. He owns a controlling interest in the stock of the Mechanics National Bank, of which his brother, Mr. C. O. L. Dillaway, is the president. He is one of the heaviest real estate owners and taxpayers in Boston, and has large interests in the West. In 1888 Mr. Dillaway was selected to deliver the Fourth of July oration for the city of Boston. He is an enthusiastic collector of rare books, bronzes, etchings and prints. Mr. Dillaway was married in 1874 to Miss Gertrude St. Clair Eaton.

W. E. L. DILLAWAY.

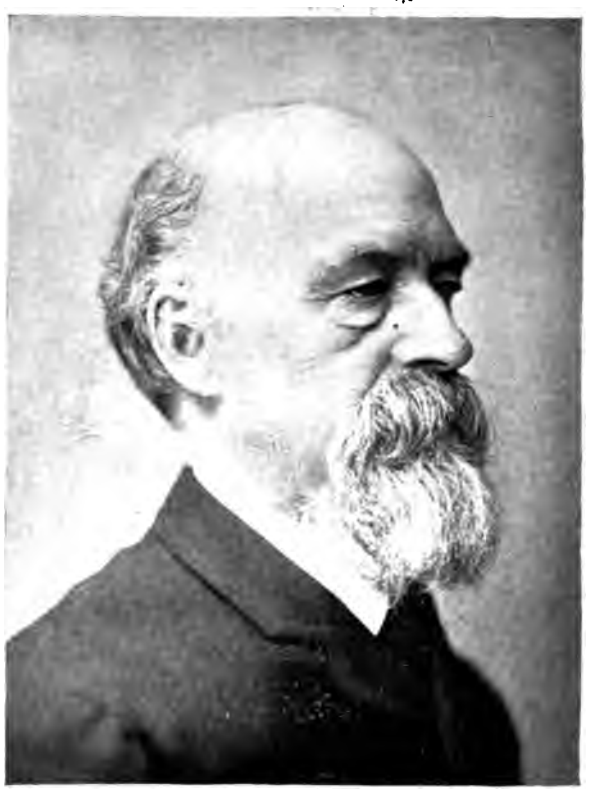
ONE of the prominent men in the journalistic circles of Boston at the present time is Colonel Edwin Hutton Woods, to whose original business methods and inventive genius the Boston *Herald* is largely indebted for its commanding position. Mr. Woods was born in Boston, Oct. 6, 1843, and at the age of fourteen began his career in the hardware store of Allen & Noble. His education was obtained in the public schools, but he secured some mercantile instruction by a course in a commercial college. In 1862, although but nineteen years of age, he enlisted in the Army of the Potomac as sergeant of Company B, Fortieth Regiment, and while marching to Miner's Hill, Virginia, in September of the same year, received a severe sunstroke, which disabled him to such a degree that he was discharged from the army the following spring. Returning to his native city, he sought employment in the counting-room of the *Herald* as a book-keeper, and his employers soon realized how valuable an acquisition he was to the working force of that paper. At that time there were but three wholesale dealers in the city who purchased the Sunday edition of the *Herald*, and they sold quantities as needed to the smaller dealers. Mr. Woods suggested that the papers be sold direct, and also that newsdealers obtain their papers on the ticket plan, thus saving the trouble of receiving so much cash over the counters. These plans were adopted and found to be so practicable that all other publishers availed themselves of his improved methods. The idea of sending Sunday trains out for the purpose of distributing the *Herald* all over New England also originated in the active brain of Mr. Woods. The firm, which in 1888 consisted of R. M. Pulsifer & Co., admitted Mr. Woods to partnership in that year, and, when a corporation was established, he took the position of vice-president and business manager. Later he was elected president, a position which he holds at the present time. Colonel Woods established the Hotel and Railroad News Company of Boston, and held the position of vice-president for several years, and is a director now. He is also vice-president of the American Newspaper Publishers' Association, and president of the Boston Publishers' Association. He is a member of the Algonquin Club, Boston Press Club, and the Hull Yacht Club. Mr. Woods was appointed assistant adjutant-general, with the rank of colonel, on the staff of Governor Ames, in 1889. He has also held many offices, including that of commander of Post 7, Grand Army of the Republic, and was lieutenant of Company E, Seventh Regiment, Massachusetts Volunteer Militia, for three years. He served as a member of the Common Council several years, and is an active member of Joseph Warren Lodge of Masons. Besides being eminently successful in business life, Colonel Woods has distinguishing social characteristics, and his pleasant disposition and hearty manner have won him a host of friends in every walk of life. Colonel Woods believes firmly in modern methods, and much of his success is due to his executive ability and business acumen.

EDWIN H. WOODS.

THOUGH not a native of Massachusetts, or even of New England stock, General John M. Corse, "the hero of Allatoona," is closely identified with Boston in many ways, having been its postmaster for four years and having greatly increased the efficiency of the postal service. General Corse was born in Pittsburg, Penn., April 27, 1835, being descended from a Huguenot family that settled in the South early in the eighteenth century. General Corse's parents moved to St. Louis, and later to Burlington, Ia., while he was still quite young, and his early education was obtained in those places. He entered West Point in 1853, but withdrew before graduation and studied law, being admitted to the bar in 1860. He began the practice of his profession in Burlington, Ia. Taking an active interest in politics, he was the candidate for secretary of state of Iowa in 1860 on the Douglas ticket. At the breaking out of the Rebellion he entered the service as a captain of artillery. Then he was transferred as major of the Sixth Iowa Infantry, and later was assigned on the staff of General John Pope, with the rank of judge-advocate general, and afterwards inspector-general. After participating in many engagements, he was made lieutenant-colonel of the Sixth Iowa Infantry, and joined Sherman's army in the siege of Corinth, Memphis and Vicksburg. For gallantry at the assault on Jackson he received the commission of brigadier-general, and took command of the Fourth Division of the Fifteenth Army Corps. At the battle of Mission Ridge, General Corse's leg was broken by a shell. After recovering from the wound he joined General Sherman's staff and marched with him to the sea. It was his bravery at Allatoona Pass that made him famous throughout the country and won for him the rank of major-general. With a handful of resolute soldiers he withstood for hours a deadly fire from the enemy, refusing to surrender, and holding the important position until reinforcements from General Sherman arrived. He was wounded five times during the war. After a two years' campaign in the Northwest against the Sioux, he was appointed lieutenant-colonel in the regular army. Resigning from the army, General Corse was appointed internal revenue collector by President Johnson. He held this position for two years and then went abroad, where he remained several years. Returning from Europe, he engaged in the construction of harbors and railways in the West. Coming East to live, General Corse settled in Boston, where he has since lived. In 1886 President Cleveland appointed him postmaster of Boston, and the appointment was received with equal satisfaction by Republicans and Democrats. Postmaster Corse was very successful in his endeavors to improve the efficiency of the Boston post-office, and the work he accomplished there was appreciated by every business man in Boston. General Corse was married in 1856 to Miss Ellen Edwards Prince, who died, leaving one son, who is now a railroad man in the West. In 1883 General Corse again married, his second wife being the niece of President Franklin Pierce.

JOHN M. CORSE.

WHAT the twin brothers, Cyrus and Darius Cobb, have done for American art can scarcely be even hinted at within the limits of a brief biographical sketch. Suffice it to say, that in the realms of historical painting and sculpture they stand unrivalled. When the story of their wonderful lives — embracing, as they do, so many and such varied spheres of activity, and yet dominated by a single purpose, and fitting into each other with perfect harmony — comes to be written, it will be one of the most fascinating biographies in the world's literature, and a source of inspiration to all whose lives are controlled by high ideals. For a man to leave his chosen field of art in which he has attained high distinction, take up the study of law for a given purpose, achieve pronounced success at the bar, and then, returning to art, win new laurels and add to a fame already established, requires something more than talent; it requires genius. That, in a nutshell, is the life-story of Cyrus Cobb. In 1873 he entered the bar — he was the first graduate of the Boston Law School — to aid in accomplishing his own and his brother's long-maintained purpose, which the adverse conditions governing historical art in this country rendered necessary. Thus aided, Darius continued his work, and established his name as one of the greatest historical painters of modern times. Cyrus lost but three jury cases in his whole legal career of nearly ten years, and his critical review of the case of Mrs. Myra Clarke Gaines *vs.* the City of New Orleans was pronounced by Mrs. Gaines's counsel to be one of the ablest of the many able papers written on the case. When he rejoined his brother in art work he immediately produced his great painting, "Jesus Condemned," which critics and artists have declared could be judged only by European standards. He then painted his "Warren at the Old South," which hangs in the Boston Art Museum, and which, aside from its artistic merits, has a peculiar psychological value, arising from the fact that while Darius was, in the language of his brother artists, "striding forward with seven-league boots in his art," Cyrus was concentrating all his powers on the law, and yet, when he renewed his art, his advance in it was found to have been just equal to his brother's. After painting this work, he left the brush to Darius, and since then has devoted himself to sculpture. His busts have won him renown, his success with post-mortem subjects being especially marked, and his work from the photograph has established his name abroad. His head of General Grant was at once recognized as superior to all likenesses of any kind, and his statue of "America," which is to go into the arcade of his soldiers' monument at Cambridge, is one of the great statues of all times. His design for the monument was selected as incomparably superior to all other competing designs — over forty in number. His colossal head of the "Celtic Bard," which has recently been photographed, is pronounced worthy the hand of Michael Angelo.



CYRUS COBB.

DARIUS COBB, with his twin brother Cyrus, was born in the birth chamber of Adoniram Judson, the great missionary, at Malden, Mass., Aug. 6, 1834. Both their parents were descended direct from the Pilgrims. Their paternal grandfather and grandmother were both Cobbs, one of the sixth and the other of the seventh generation from Elder Henry Cobb, who came over on the second voyage of the "Mayflower." Their father, Rev. Dr. Sylvanus Cobb, was one of the leading theologians of his day, being a power in the work of liberalizing the Christian pulpit. Their mother was a very talented woman, being for twelve years president of the Ladies' Physiological Institute. Her maiden name was Eunice Hale Waite. On her father's side she came from the Hales and the Waites, and her mother was a Stanwood. She therefore represented three of the most influential families in the country. The father of the twins removed to Waltham when they were three years old, and to East Boston when they were six. The foundation for the brothers' varied attainments, which have made their names prominent aside from their art, was laid in their early youth, when they made it a rule to rise at four o'clock, study music till breakfast and art until the middle of the afternoon, and then pursue their literary studies till midnight. Their lives were in a sense interchangeable. They deemed it wise, however, to make their professions distinct, Darius choosing painting and Cyrus sculpture. Their art work was interrupted by the War of the Rebellion. They enlisted in the Forty-fourth Massachusetts Infantry, performing their duty in the field with the same spirit that has characterized their civil life. Darius' work in art has embraced historical paintings, portraits and landscapes. At the age of seventeen he expressed his determination to paint the Christ, which he produced thirty years afterward in his "Christ Before Pilate," a painting that has taken rank as one of the great masterpieces of modern times. It is universally pronounced the best rendering of the Saviour ever produced in art, the poet Whittier leading in this opinion. Darius stands in the front rank of portrait painters. His portraits of Rufus Choate, General Butler and George T. Angell are notable examples. He has recently made a sketch for a large painting in which heavenly hosts are descending to the earth and annihilating evil, which, when put upon the large canvass with the success that has attended all his historical paintings, will give his name preeminence. He is now engaged upon a large painting, representing a maiden just rising from the earth, attended by two angels who are ushering her into life eternal. The subject was suggested to him years ago by the death of his sister, and it will be, when finished, the most beautiful and effective work he has yet produced. The twin brothers married sisters, Darius, Laura M., and Cyrus, Emma Lillie, who are direct descendants of John Alden, which brings their children into the same ancestral line with John and John Quincy Adams The brothers Cobb have large families of children.

DARIUS COBB.

IN no city of the country are there better facilities than in Boston for the accommodation of travellers arriving here or passing through the city from one railway station to another. With the growth of Boston has grown up an enormous business in the transfer of passengers and baggage — a business that has been thoroughly systematized and brought under the management of one brainy man. His name is George Washington Armstrong, and to his executive business ability thousands of travellers every year are deeply indebted. His rise from the position of newsboy to that of the head of one of the most respected corporations in New England is an interesting study. He was born in Boston, Aug. 11, 1836, the son of David and Mahala (Lovering) Armstrong. His remote ancestors belonged to one of the renowned Scottish lowland clans, which was very numerous on the borders of England several centuries ago, and many of whose members subsequently found homes in the United States. The progenitor of the family in this country, Charter Robert Armstrong, was among the early settlers of New Hampshire, being one of the original proprietors of Londonderry in 1722, and from him George W. Armstrong is descended. He obtained his education in the public schools of Boston, being one of the pupils of the old Hawes Grammar School. At the age of fourteen he began life for himself, with eighty-three dollars which he received from his father's estate. First he was a penny postman, having the whole of South Boston for his district. Then he worked as office boy for the South Boston *Gazette* and the Sunday *News*. In 1852 he became newsboy on the Boston & Worcester (now the Boston & Albany) Railroad, remaining on the road for nine years, and during the last year and a half of this time being employed as baggage master, sleeping-car conductor, brakeman and conductor on regular trains. He then became manager of the news business on the road, and in 1863 obtained a half interest in the restaurant and news room in the Boston & Albany station at Boston. Since 1871 he has conducted this business alone. Purchasing a local express in 1865, he organized "Armstrong's Transfer," which he has raised to a business of importance and magnitude. He added passenger carriages and introduced other new features, including a system of checking baggage from one station to another, for the accommodation of railway passengers. In 1882 the Armstrong Transfer Company was incorporated, with Mr. Armstrong at its head. No just claim against the company for loss of property or delay in delivery has ever been the subject of litigation. Mr. Armstrong also owns the news and dining-room business on the Boston & Albany and Eastern Division of the Boston & Maine and also on the Boston, Revere Beach & Lynn Railroad, and the news business on the Fitchburg line. He is a director in the Traders National Bank and in several railroad corporations, and president of the Emergency Hospital. He has been twice married, his second wife being the daughter Dr. Reuben Greene, of Boston. He has three children.

GEORGE W. ARMSTRONG.

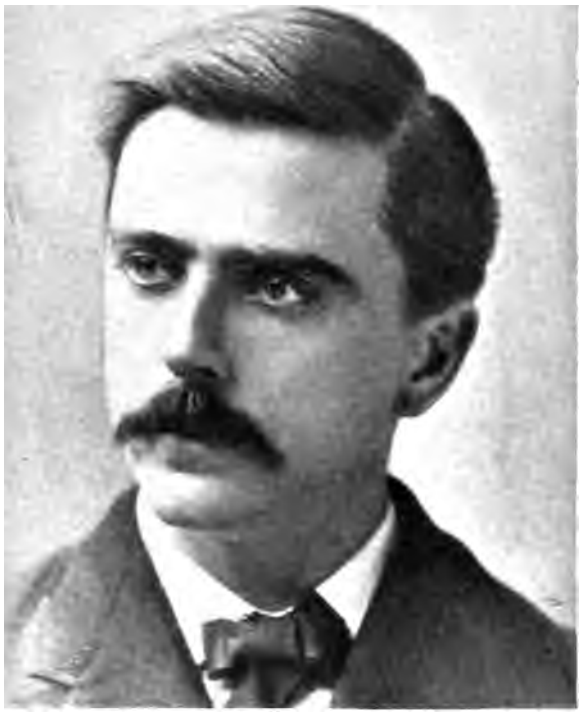
BENJAMIN DEAN, who has for nearly fifty years been in the active practice of his profession of the law in Massachusetts and most of the time in Middlesex and Suffolk counties, was born in Clitheroe, Lancashire, England, Aug. 14, 1824. His parents, Benjamin and Alice Dean, settled in Lowell, Mass., when young Benjamin was five years old. There he graduated from the high school in 1840. He then entered Dartmouth College, but gave up his collegiate course at the end of the freshman year to study law with Judge Hopkinson. He was admitted to the bar in 1845 and practised in Lowell until 1852, when he became a partner of Henry W. Fuller, in Boston, and succeeded to the business on Mr. Fuller's death. He was a member of the State Senate in 1862, 1863 and 1869. He was chairman of the Committee on Prisons in his first two terms and served on other important committees during the exciting period of the war. In 1869 he succeeded Judge Francis Dewey as chairman of the Committee on the Judiciary, was a member of the Joint Standing Committee on the Library, and of the Joint Standing Committee on the License Law. He was a member of the Boston Common Council in 1865, 1866, 1872 and 1873, where he held each year the chairmanship of the Committee on Ordinances. Mr. Dean represented the Third District of Massachusetts in the Forty-fifth Congress. He has been prominent in the Masonic Order since 1854, holding the offices of deputy for the State of Massachusetts of the Supreme Council of the Ancient Accepted Scottish Rite for the Northern Masonic Jurisdiction of the United States. He was grand commander of the States of Massachusetts and Rhode Island from 1871 to 1873, and from 1880 to 1883 was grand master of the Grand Encampment of the Knights Templars of the United States of America, and is past grand warden of the Grand Lodge of Massachusetts. Mr. Dean has been chairman of the park commissioners of Boston, a director of the public institutions of the city, and of the South Boston Railroad Company, president of the South Boston Gas Light Company, and a trustee of the South Boston Savings Bank. An expert yachtsman, he was for some years the commodore of the Boston Yacht Club, of which he was one of the founders. Like his friend, the late Augustus Russ, he is fond of the sea. He has for many years been an owner of the Outer Brewster Island, and lessee of the Great Brewster, while Mr. Russ owned the Middle Brewster and Green islands. They had extensive plans for great improvement of the islands, much to the benefit of the outer Boston Bay. Mr. Dean married in Lowell, in 1848, Mary A., daughter of J. B. French. The children of this union were six, four of whom are living: Walter Loftus, Josiah Stevens, Clitheroe (now Mrs. C. L. James), and Mary (now Mrs. Walter Tufts). Benjamin Wheelock Dean, the eldest son, died in 1892. Mr. Dean, with the other members of the board, was instrumental in accomplishing much for the development of the magnificent park system of Boston during his term of office as chairman of the Park Commission, from 1886 to 1889.

BENJAMIN DEAN.

GEORGE H. CHICKERING, the only surviving son of the late Jonas Chickering, is the possessor of a name that has become famous in the annals of music and the music industry in America. Mr. Chickering was born in Boston on April 18, 1830, and attended a private school, as did all the sons of Mr. Chickering. The basis of his culture, universally admitted by all who have the pleasure of his personal acquaintance, is the education he received in this school, from which he at once entered as an apprentice in the factory of his father, located at that time in the then new structure on Franklin Square, on the site now occupied by the New England Conservatory of Music. Mr. Chickering, who had been working under the personal guidance of his renowned father, was instructed in the special art of making and voicing the hammers of grand pianos. He took a deep interest in the general construction of pianos and the science of acoustics, and the particular specialty known as tone production, and had advanced to such a degree of practical knowledge that when, in 1855, his father went to Europe, George H. Chickering had control of his own department and a general supervision of all factory matters. In fact, he became an integral part of the institution, and has ever since his entry at the factory been thoroughly identified with the Chickering piano and its remarkable development, and the present great fame of the house and of its instruments is due to him more than to any other one man. Mr. Chickering has made occasional trips to Europe, and is very fond of travel. Most of his time on the occasions of his five visits to the old countries has been occupied in the famous museums and art galleries of those lands. Those moments that can be spared from the actual operation of the great Chickering factory are devoted by him to his family, to musical affairs in Boston, with which he has always been prominently associated, and to matters of art, in which he is deeply interested. He is very well and very widely known, and to all is an authority on musical matters. His greatest ambition to-day is that the Chickering piano shall, if possible, be brought to a higher point than ever before, and so perpetuate the record of the house, and finish the life-work of his family, that they may go down to posterity, not only as the founders of the American pianoforte industry, but as the inventors and practical introducers of those wonderful inventions in the early days of piano making, which made all subsequent improvements possible and made the concert grand of to-day, that triumph of mechanical genius, artistic skill, scientific research and indomitable labor, an accomplished fact. Personally, Mr. Chickering is a most modest and unassuming gentleman, absolutely devoid of the unwholesome self-infatuation so characteristic of the *fin de siècle* with even men of success and position. He is a very approachable man, and if he will he can talk for hours in an extremely interesting manner on all topics, whether musical, artistic or otherwise. Mr. Chickering's residence is at Readville, Mass.

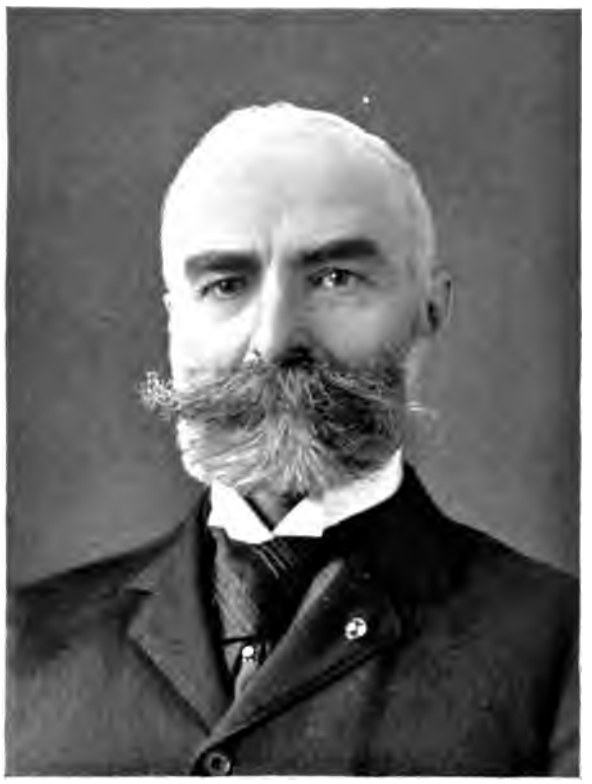
GEORGE H. CHICKERING.

BOSTON has always held a high place in the cordage industry of America. Ropewalks were established there in the early days of the colonies, and at the outbreak of the Revolution there were many in and around Boston. Even in comparatively recent years they were numerous on the spot now occupied by the Public Garden. Machinery, except of a very crude kind, was unknown in those days, the preparation of the fibre and the spinning being done by men, who, after placing a proper amount of the prepared fibre around their waists, and attaching a portion of it to the revolving whirl of a spinning-wheel (turned by a boy or girl), walked backwards, spinning the yarn as they went. Modern machinery has done away with all that, and New England has not only kept fully abreast with all improvements in methods, but has generally led. Its products are celebrated the world over on account of their good manufacture, and the unadulterated fibre used. The invention of the self-binding harvester gave a great impetus to the cordage business, the only reliable binding twine being made of the harsh fibres (Manila, Sisal and New Zealand). To bind the small grain crop of the country, not far from fifty-five thousand tons of binder twine are required, an average of about two and one half pounds per acre. Charles H. Pearson has been in the cordage business for over twenty-five years, having held every position from that of the boy learning in the mill to that of treasurer and general manager of one of the State's largest cordage companies, of which he owned a majority of the stock. Holding to the principle of sticking to one line of business, Mr. Pearson has always been a firm and enthusiastic believer in the cordage industry, and is one of Boston's most successful manufacturers and men of affairs. While remaining in the one general field of work, Mr. Pearson has had a varied experience with cordage firms and corporations, not hesitating to shift his services and capital to new cordage companies, or consolidate with others, when he saw profit by so doing. At present he occupies the most prominent position in the cordage business in New England, being general manager of the New England department of the National Cordage Company. Mr. Pearson's father, the late Samuel Pearson, was, at the time of his death, the president of the highly successful Pearson Cordage Company, which is now chiefly engaged in the manufacture of binding twine, and is one of the largest cordage companies in the world; and Mr. Pearson's grandfather owned and operated a ropewalk in Portland, Me. Always a great worker and organizer, the heavy load of cares and responsibilities never worries Mr. Pearson, as he has the happy faculty of quitting work when he leaves the office. He was born at Portland, Me., Jan. 7, 1849, was educated in the public schools, and went immediately into a cordage mill to learn the business. That he learned it thoroughly is shown by his subsequent success. Mr. Pearson was married in 1872, and with his wife and family occupy their beautiful home in Brookline.



CHARLES H. PEARSON.

THE Home Market Club has been made, largely through the efforts of Colonel Albert Clarke, one of the most effective means in the country for the dissemination of protective principles. He was born in Granville, Vt., Oct. 13, 1840. He is a twin, and his mate, Almon, who closely resembles him, is a prominent physician in Wisconsin. Both served in the Civil War, Albert as private in the Thirteenth Vermont Infantry, and his brother as assistant surgeon of the Tenth Vermont, and surgeon of the First Vermont Cavalry. Promoted to first lieutenant, Albert commanded his company at Gettysburg, and bore a brave part in the terrific charges upon the enemy's lines. Resuming the practice of law, which had been interrupted by the war, he was appointed colonel on Governor Dillingham's staff, and for four years was first assistant clerk in the Vermont House of Representatives. In 1870 he purchased the St. Albans *Daily Messenger*, and for ten years he opposed, almost alone among the Vermont press, the power of the Vermont Central Railroad in politics. After a severe contest, in which the whole strength of the railroad management was arrayed against him, he was elected to the Vermont Senate, which he found almost wholly against him on railroad questions; but he made a speech in support of his bill to limit the free-pass abuse, and in favor of the right of a State to control railroads, which has since been of service in other States in promoting the reform that failed there. He was State commissioner to build a house of correction at Rutland, a project which he had done more than any other man to promote. A paper which he read before the National Prison Association, of which he was a director, led to his being chosen an honorary member of La Société des Prisons in France. In 1880 he came to Boston, and engaged in railroad matters and journalism. He was president of the Vermont & Canada Railroad when it was sold to the Central Vermont. Being on the *Daily Advertiser* staff when that paper bolted Mr. Blaine's nomination in 1884, but not bolting personally, he resigned, and after serving as assistant to the president of the Boston & Lowell Railroad, he took the editorial and business management of the Rutland (Vt.) *Herald*, and rendered conspicuous service in bringing about the re-election of Senator Edmunds. In 1889 he returned to Boston, where he was soon sought and elected secretary and executive officer of the Home Market Club, and has been unanimously re-elected each year since. He was a member of the Republican National Convention in 1892, and a strong supporter of President Harrison. Under his management the *Home Market Bulletin* (monthly) has been quintupled in size, and has attained a circulation that is among the largest of the economic journals of the world. Colonel Clarke is a master of English style and a keen logician. His articles, orations and speeches have won for him a national reputation. He lives at Wellesley Hills, and is president of the Wellesley Club. In 1864 he married Miss Josephine Briggs, who, with one daughter, constitutes his family.



ALBERT CLARKE.

EDWARD ATKINSON, who has been for many years identified in various ways with the public life of Massachusetts, is a recognized authority on economic questions. He was born at Brookline, Mass., Feb. 10, 1827. He received his education at private schools, and was always an apt scholar. For over thirty years he has been contributing to the economic and political literature of America, dealing with a wide range of subjects, and in all of them showing exceptional knowledge and ability. Mr. Atkinson has delivered a large number of addresses before representative men, and has published many important documents. His first pamphlet, entitled "Cheap Cotton by Free Labor," issued in the first year of the Civil War, 1861, was then regarded as a forecast of utterly improbable, if not impossible, events; yet so closely had the logic of the case been considered that every prediction in it has been more than fulfilled. Some of Mr. Atkinson's most important papers are: "Banking," delivered before the American Bankers' Association at Saratoga (1880); "Insufficiency of Economic Legislation," delivered before the American Social Science Association; "What Makes the Rate of Wages?" before the British Association for the Advancement of Science; "Address to the Chief of the Bureau of Labor Statistics," at the Massachusetts convention in Boston (1885); address given as chairman of the Economic section on the "Application of Science to the Production and Consumption of Food," before the American Association for the Advancement of Science (1885); address on the "Prevention of Loss by Fire," before the Millers of the West (1885); "The Influence of Boston Capital upon Manufactures," in the "Memorial History of Boston" (1882); "The Distribution of Products" (1885); "The Industrial Progress of the Nation" (1889); "The Science of Nutrition" (1892). A series of monographs on economic subjects was begun by Mr. Atkinson in 1886, and published periodically.

EDWARD ATKINSON.

As an inventor, Mr. Atkinson has been very successful, the "Aladdin oven," an improved cooking stove of exceptional merit, having been invented by him. He has also devoted a good deal of time and study to the subject of fire insurance, and his ideas have been remarkable for their striking originality. The Boston Manufacturers' Mutual Fire Insurance Company, which consists of a number of manufacturers associated for mutual protection, has been under his charge for many years, and he has been the leading spirit in its affairs yet longer. The company has a far-reaching influence upon the business of its members; rules and regulations having been adopted for the economical and judicious construction and management of their plants. The plans and methods of building, known as the system of "slow-burning construction, are now being adopted throughout the country." Mr. Atkinson was one of the stanch abolitionists before the war, and he therefore greatly values the degree of LL. D., which the State University of South Carolina conferred upon him.

A BORN leader of men, Patrick A. Collins has certainly contributed his share to keep the State of his adoption well in the van of progressive, liberal and intelligent life. His ability, both at the bar and in public life, has attracted the attention of all classes of citizens throughout the United States. A brilliant debater, a forcible and eloquent speaker, gifted with a thoroughly equipped and well-balanced mind, he stands a conspicuous example of what a fine graft can be made of Irish and American stock. He exerts probably a stronger influence upon the men of his race in America than any other living man, as the part he took in the campaign of 1884 amply demonstrated. Not alone in America is his influence felt, for he has devoted much of his time and talents to the cause of Ireland. His connection with the Fenian Brotherhood from 1862 to 1870, as secretary of the Philadelphia convention and chairman of a subsequent one, and the distinction of being the first president of the Irish National Land League of America, — all bespeak his loyalty to his native land. Parnell repeatedly thanked him for assistance rendered to the Irish cause, and at the League headquarters in Dublin his picture hangs beside that of the dead leader. Mr. Collins was born in Fermoy, County Cork, Ireland, March 12, 1844, the year in which John Boyle O'Reilly was born. He was the youngest of a large family, and was only three years old when his father died. His mother came to the United States in 1848 and settled in Chelsea, Mass., where he received a common school education. He met many vicissitudes in his early years, first as errand boy in the office of a Boston lawyer, then as clerk in a Chelsea store, then as coal miner in Ohio, then working at the upholstery trade in Boston and giving his leisure hours to study. Graduating with honors from the Harvard Law School in 1871, he was admitted to the bar in that year, and has continued in the practice of his profession ever since, with the interruptions which public office has occasioned. He has been a member of both branches of the Massachusetts Legislature, judge-advocate general of the State, and member of Congress for three terms. He was on the Judiciary Committee during his whole service at Washington and was prominently engaged with many important measures, including the Bankruptcy Bill. In 1888 he peremptorily refused the use of his name for further congressional honors. Mr. Collins was permanent chairman of the National Democratic Convention, held at St. Louis in 1888, and was delegate to the Chicago convention in 1892, when his celebrated speech, seconding the nomination of Mr. Cleveland, was made. He was chairman of the Massachusetts Democratic State Committee from 1884 till 1891. In the councils of his party Mr. Collins is regarded as a factor of weight and influence, and his opinions are always accorded the most respectful attention on account of their soundness and lucidity. Mr. Collins was married in 1873 to Miss Mary E. Carey, of Boston. They have three children, two daughters and a son. Their home is at Mt. Ida, Dorchester.

PATRICK A. COLLINS.

ALBERT AUGUSTUS POPE, the founder of the bicycle industries in the United States, was born in Boston, May 20, 1843. He traces his genealogy through many well-known New England families. When he was nine years of age his father met with business reverses, and Albert began his life-work by riding a horse to plow for a neighboring farmer in Brookline. Three years later he commenced buying fruit and vegetables and selling them to neighbors. He soon had many customers, and in one season made a profit of one hundred dollars. During this time he received a fair public school education, which was all the training he ever had from schools, though by careful reading and application he has obtained an exceptional fund of general knowledge. At the age of fifteen he secured employment in the Quincy Market, and later took a position with a firm dealing in shoe findings. At nineteen years of age he joined the volunteer forces of the Union Army, and went to the front as second lieutenant of the Thirty-fifth Massachusetts Infantry, Aug. 22, 1862. His promotion to first lieutenant, March 23, 1863, and to captain, April 1, 1864, are evidences of his ability and valor. He served in the principal Virginia campaigns, was with Burnside in Tennessee, with Grant at Vicksburg and with Sherman at Jackson, Miss. He commanded Fort Hell before Petersburg, and in the last attack led his regiment into the city. He was then but twenty-one years of age. He was brevetted major "for gallant conduct at the battle of Fredericksburg, Va.," and lieutenant-colonel "for gallant conduct in the battles of Knoxville, Poplar Springs Church and front of Petersburg." After the war Colonel Pope went into business for himself, in shoe manufacturers' supplies. In 1877 he became enthusiastic over the bicycle, and determined to go into its manufacture. This was done under the name of the Pope Manufacturing Company, a corporation for which he furnished the capital, and of which he became, and has since continued, the president and active manager. There was no demand for wheels at that time, and in many places the prejudice against them was intense. This opposition had to be overcome and a market created. Colonel Pope exercised great diplomacy in treating this phase of the business. Through the influence and encouragement of the Pope Manufacturing Company was brought about the production of Mr. Pratt's book, "The American Bicycler," and the founding of the illustrated magazine, "The Wheelman." The educational process was followed by the opening of the highways and parks for the use of wheelmen, the company expending thousands of dollars in settling the park cases in New York, Chicago and Philadelphia. The prosperous growth of this industry bears a well-deserved tribute to Colonel Pope as a business man and financier. He was the pioneer in the great movement for highway improvement. He married, Sept. 20, 1871, Abbie, daughter of George and Matilda (Smallwood) Linder, of Newton, Mass., and they have four sons and one daughter.

ALBERT A. POPE.

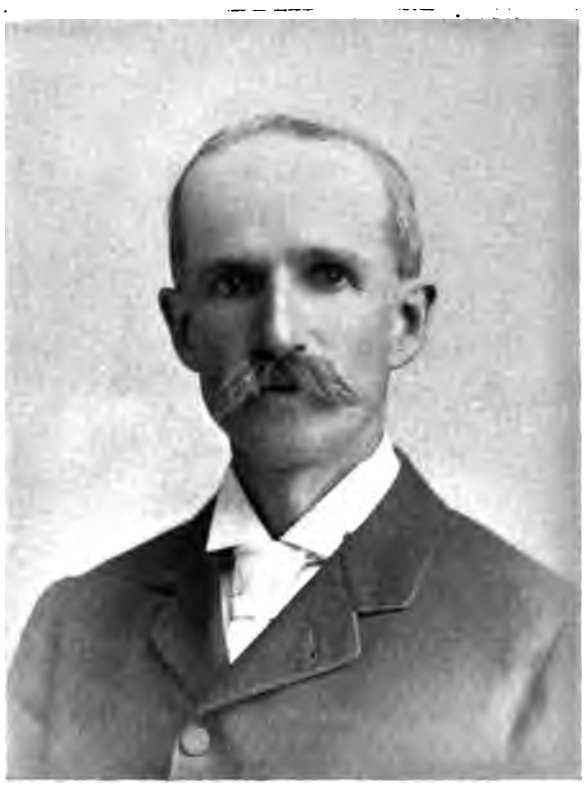
AMID the rush of business activity and the roar of commercial competition, it is pleasant to find a man who is making the main work of his life the intelligent observation and the scientific study of nature. To be entitled to a place of recognition as a naturalist requires in a man not only a love of his work and an intellectual capacity of high order, but perseverance, patience, knowledge of the value of time, exceptional powers of application, and strength for protracted labor. That all these elements of success in his chosen field are combined in Charles B. Cory, of Boston, naturalist and traveller, his written works amply prove. In ornithology, that special branch of zoölogy to which he has devoted his researches, Mr. Cory's published works of recent years have given him a world-wide reputation. Among these works (prepared in all parts of the world during his travels, but all published by Estes & Lauriat, of Boston) are "The Birds of the West Indies," "The Birds of Hayti and San Domingo," "The Beautiful and Curious Birds of the World," "The Birds of the Bahama Islands," and "A Naturalist in the Magdalen Islands." The universal recognition of Mr. Cory's worth is best shown by the ever-growing list of scientific organizations that claim his attention. He is curator of birds in the Boston Society of Natural History, fellow of the Linnæan and Zoölogical societies of London, member of the American Ornithologists' Union, of the British Ornithologists' Union, of the Société Zoölogique de France, honorary member of the California Academy of Sciences, corresponding member of the New York Academy of Sciences, and of the Chicago Academy of Sciences. Mr. Cory was born in Boston, Jan. 31, 1857, and was prepared for his vocation by a natural history course in Harvard Scientific School in the years 1876, 1877, and 1878. Inheriting a large property from his father, he was enabled to prosecute his life work freely, but devotion to science has not prevented him from fostering with successful care the material interests intrusted to him. By successful investments in real estate in the West, he has considerably enhanced the value of the possessions left him, and besides his natural history work, Mr. Cory finds time to devote to the presidency of two large corporations in the West. His city house is at No. 8 Arlington Street, Boston, his country house is on Great Island, near Hyannis, Mass., which island he owns entire, and he also owns a winter home in Florida. He was for several years chairman of the Committee on Hypnotism in the American Society for Psychical Research. Mr. Cory was married in 1883, and has a son and a daughter. Yet a young man, with a mind trained for effort and stored with technical knowledge, with physique robust, and opportunities unencumbered by pecuniary worry, Mr. Cory has every right to hope for even greater achievements in the realm of science in the future. The course that he has mapped out for himself, lying, as it does, through the rich fields of natural history, he pursues with the happy candor of a man who has found his natural vocation.

CHARLES B. CORY.

HARVEY DEMING HADLOCK, jurist, who has attained conspicuous success in his profession, was born at Cranberry Isles, Me., Oct. 7, 1843, and is the son of Mary Ann Stanwood and Edwin Hadlock. Mr. Hadlock traces his American ancestry to Nathaniel Hadlock, who was born at Charlestown, Mass., April 5, 1643, and whose father, Nathaniel, came from Wapping, England, and purchased an estate in Charlestown in 1638, and in 1653 was one of the founders of the town of Lancaster, Mass. Mr. Hadlock received his early tuition from private teachers and in the schools of his native town. To give their son all the advantages within their power, his parents, when he was in his thirteenth year, removed to Bucksport, Me., where, at the East Maine Conference Seminary, and under private instructors, he pursued an advanced course of classical study, which he supplemented with a partial scientific course in Dartmouth College. At the age of twenty-one he was admitted to the bar, at Bangor, Me., having mastered the intricacies of law in the office of Samuel F. Humphrey. In 1865 he went to New Orleans, and there pursued the study of civil and maritime law under the direction of the late eminent jurist, Christian Roselius. The next year he returned to Bucksport and engaged in practice. In October, 1868, at Boston, he was admitted an attorney and counsellor by the Supreme Judicial Court of Massachusetts, and commenced practice in this city. In the spring of 1869 he was called to New York on business in the United States Circuit Court, and while residing there was admitted to practice in the State and Federal Courts. The next fall he returned to Boston and resumed practice. To advocate the construction of a railroad from Bangor via Bucksport to eastern points, in 1871, he went to the latter town, and when its construction was assured, resumed practice there until January, 1881. During his residence in Bucksport he was engaged as counsel in the most important cases tried in Maine, in which he established his reputation as an eloquent advocate and accomplished jurist, and earned for himself a leading position among the ablest men at the bar of Maine. His opinions during that period were frequently sought, and published, on important questions of corporation and constitutional law. From 1881 to 1887 he resided in Portland, Me., maintaining at the Cumberland bar, in cases which involved important questions of railroad, corporation, patent and maritime law, as well as in homicide and other criminal cases, his leading position previously earned as a successful practitioner. In 1887 he returned to Boston, where he now resides. He also has an office in the city of New York, but the range of his practice extends beyond the limits of the State and Federal Courts of New England and New York, embracing cases in the courts of other States, and in the Supreme Court of the United States. Mr. Hadlock was married Jan. 26, 1865, to Miss Alexine L. Goodell, of Searsport, Me., and has two children living.

HARVEY D. HADLOCK.

ALFRED DUPONT CHANDLER is one of the prominent lawyers of Boston, where he was born May 18, 1847, the son of Theophilus Parsons and Elizabeth Julia (Schlatter) Chandler. In 1848 Mr. Chandler removed to Brookline, Mass., where he now resides. He was educated at the public schools, was graduated at Harvard University in 1868, and immediately commenced the study of law with his father, then with Abbot & Jones, later with Hon. Richard H. Dana, in Boston, and then with Porter, Lowrey & Soren, in New York City. He was admitted to the bar in Massachusetts, Dec. 13, 1869, and to the Supreme Court of the United States at Washington, April 17, 1877. He has practised law steadily, having had an office in the Equitable Building, Boston, for eighteen years. His preference is for chamber practice, and his attention is given mainly to corporation law, private and municipal, though he has appeared in many cases. Corporation receivership questions in the United States courts, and duties as treasurer and counsel for several corporations have required most of his time in the last ten years. He drafted the bill for national savings banks, known as the Windom Bill, and offered by Mr. Windom in the United States Senate, March 1, 1880. His published arguments before the Senate Finance Committee, at Washington, May 4, 1880, on national savings banks, and also before committees of the Massachusetts Legislature on the annexation question (Brookline to Boston) in 1880; also on creating a tribunal to decide that a public necessity for a railroad exists before property can be taken for its construction, in 1882, resulting in Chapter 265 of the Acts of 1882; also on nationalism and the municipal control of public lighting, in 1889, are leading contributions upon these subjects. His chief arguments before the higher State courts have been on questions of eminent domain and of constitutional law. While not a politician, Mr. Chandler has given close study to matters of municipal administration. As a resident of Brookline he has been one of its most active and progressive citizens. He has been either the prompter of, or had an influential hand in directing, the largest public improvements of late years in that beautiful town. The construction of the Riverdale Park between Brookline and Boston, which is to be one of the finest productions of that type on the continent, is due mainly to Mr. Chandler's energy and skill in surmounting legal and practical difficulties. He was three times elected chairman of the Selectmen, of the Surveyors of Highways, of the Board of Health, and of the Overseers of the Poor, in Brookline, and was a trustee of the Brookline Public Library three years. He is a member of the American Bar Association, the Boston Bar Association, the University Club, and the Exchange Club, of Boston. He has held no political office, but in February, 1892, was elected president of the Brookline Republican Club. Mr. Chandler was married in Brookline, Dec. 27, 1882, to Mary Merrill Poor, and has four children.

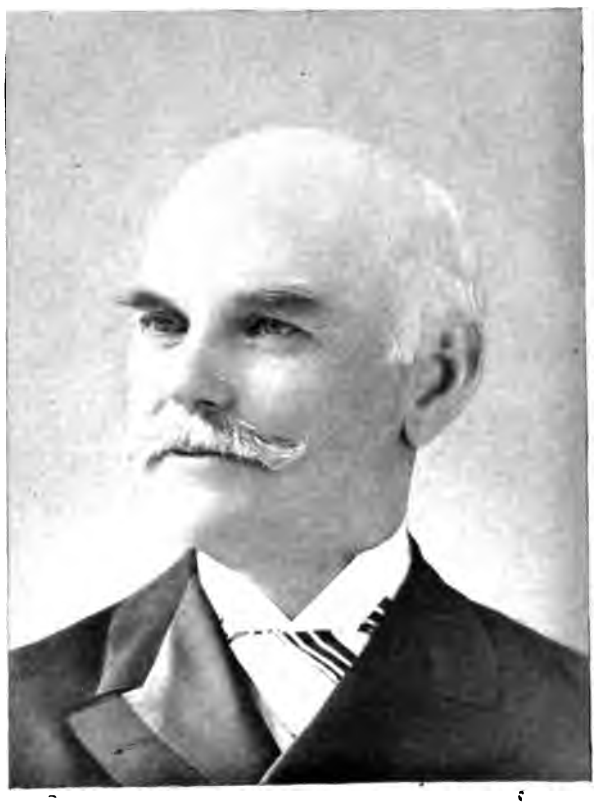


ALFRED D. CHANDLER.

WILLIAM McKINLEY OSBORNE, member of the Board of Police for the city of Boston, is identified with the attempt, on the part of the Massachusetts Legislature, to make the police of the capital of the State independent of partisan municipal politics, and thereby to increase its general efficiency. The theory of the law creating this board was to make a thoroughly non-partisan organization. The members of the commission — three in number — are appointed by the governor, with the consent of his Council, from the two great political parties. It was argued that the board, thus appointed and responsible to the executive department of the State, would not be hampered by questions of local policy, and also that a better class of men would be likely to be chosen. In so far as this change has tended to take the police out of the local politics, it has perhaps met the expectations of its projectors, and along the lines of general police work the change was for the better government of the force, for the officers can do their duty without fear or favor. In other respects, however, the value of the change is a debatable party question. Mr. Osborne has been a member of the board ever since its organization, and has filled his position with singular ability. He was born in Girard, Trumbull County, Ohio, April 26, 1842. His early education was obtained at the academy at Poland, Ohio, and at the Allegheny College, Meadville, Penn. He enlisted, at the breaking out of the war, in the Twenty-third Regiment, Ohio Volunteers, the first three years' regiment formed in the State. He did not serve out his term, being discharged because of injuries received. In the fall of 1862 he entered the law office of Sutliff, Tuttle & Stull, at Warren, Ohio, where he studied for a year. He then took a course at the law school of the University of Michigan, Ann Arbor. In 1869 he began the practice of law at Youngstown, Ohio, and was held in such esteem by his fellow-citizens that he was twice elected mayor, 1874–75. In 1880 he took up his residence in Boston, and a little later entered politics. He was quickly successful, and in 1884–85 represented Ward 21 in the Boston Common Council. In 1885 Governor Robinson, recognizing his fine executive ability, appointed him a member of the new Board of Police for the city of Boston, just created by act of Legislature. He was reappointed by Governor Ames in 1888. His term will expire in May, 1893. Mr. Osborne is a cousin of William McKinley, father of the famous tariff law, and present governor of Ohio. His boyhood days were passed in close intimacy with his now distinguished cousin, and the friendship then formed has continued. When Mr. McKinley visits Boston, he always makes Mr. Osborne's handsome residence in Roxbury his headquarters. Commissioner Osborne is very fond of travel, and has varied and enlarged his experience by a sojourn in Europe of several years. Mr. Osborne was married in Boston, April 24, 1878, to Frances Clara, adopted daughter of Walter Hastings. Of this union five children were born, four girls and a boy.

WILLIAM M. OSBORNE.

IN Oliver M. Wentworth, president of the Massachusetts Charitable Mechanic Association, is found another instance where energy and brains have won for a poor country lad, who came to the city, an enviable position in the business and social world. He has scaled the heights of fortune unaided by aught save his own sturdy courage and native ability, which, supplemented by a wonderful capacity for work, has enabled him to maintain a steady advance, where others have faltered and many have failed. Mr. Wentworth is very active, and, as president of the Mechanic Association, he is an indefatigable worker. His honors have come to him unsought, for he has been too busy a man to seek them. He was born in Kennebunk, Me., June 25, 1833, and the early years of his life were spent on the farm. It was here, probably, that he formed those habits of industry and prudence which were prime factors in his subsequent success. His education was such as could be obtained in a country town, but having a studious and inquiring mind, he was enabled to make good use of his limited scholastic opportunities; better, in fact, than many who have had greater advantages. At the age of seventeen, he came to Boston and took up the marble trade with a firm in Haverhill Street. Three years later, when but twenty years old, he began business on his own account at No. 81 Haverhill Street. His start was an extremely modest one. In fact, Mr. Wentworth has confided to his friends that it was made without a dollar of capital. But hard work and perseverance triumphed, and his business steadily developed, necessitating periodical enlargements of quarters and resulting, in 1869, in the purchase of the property, corner of Haverhill, Travers and Beverly streets, where he erected a fine five-story building, one hundred forty feet in length, and forty-eight feet in width, and the first floor of which he himself occupies. In recent years, Mr. Wentworth has confined his marble and granite business to monumental and tablet work. Since 1869, Mr. Wentworth has engaged in many outside enterprises, the principal of which has been building. He has erected many fine structures, among them being apartment houses, notably the "Wentworth," "Lemburg," "Marburg," "Strasburg," "Heidelburg" and the "Luxemburg." He has also erected buildings in Medford, Cambridge and other of Boston's suburbs. Although immersed in the busy activity of commercial life, Mr. Wentworth has yet found time to interest himself to a considerable extent in religious and charitable work. He has been president of many charitable and religious societies, and for the past fourteen years has officiated as superintendent of the Warren Avenue Baptist Sabbath School. He was at one time assistant superintendent at Tremont Temple. Mr. Wentworth has been a member of the Massachusetts Charitable Mechanic Association for twelve years, on the Executive Committee, was vice-president three years, and has been president two years. Mr. Wentworth's busy and successful life is a shining illustration of what can be accomplished by steady, resistless effort and untiring industry.



OLIVER M. WENTWORTH.

JOHN SHEPARD, one of the most enterprising of Boston's business men, and head of the dry goods firm of Shepard, Norwell & Co., was born at Canton, Mass., March 20, 1834. Educated in the public schools of Pawtucket, R. I., and at evening schools in Boston, Mr. Shepard showed business ability at an early age, which became more apparent as he gained experience, and opportunities presented themselves. His life has been one of great achievement, of success where others failed, and the many organizations and companies with which he has been connected from time to time have all profited by his ability. In 1845 he was a clerk in the drug store of J. W. Snow, Boston, and two years later entered the dry goods establishment of J. A. Jones. He soon mastered all the details of the business, and in 1853 opened a store of his own, under the name of John Shepard & Co. A keen business man, he was successful from the start, and in 1861 bought out Bell, Thing & Co., of Tremont Row, which he continued until 1865, under the name of Farley & Shepard. When the first store was opened on Winter Street, Mr. Shepard saw that that was soon to become one of the principal business thoroughfares, and he decided to make a change. He chose as his associates, Henry Norwell, at one time in the service of Hogg, Brown & Taylor, and T. C. Brown, salesman for Jordan, Marsh & Co., and in January, 1865, they opened the store on Winter Street under the name of Shepard, Norwell & Co. Mr. Brown retired from the firm soon after, and Robert Ferguson, of A. T. Stewart & Co., of New York, took his place. Mr. Shepard is a director of the Lincoln Bank, and was one of the original projectors of the Connecticut River Paper Company, and president of the Bernstein Electric Company. Mr. Shepard is an ardent lover of fast horses, and has owned a number that have become record breakers all over the world. In the sixties, his physician having recommended driving as a recreation, he first became interested in horses. He bought the best that money could buy, and his Old Trot was well known to horsemen. He sold Aldine to W. H. Vanderbilt for fifteen thousand dollars, when as a mate to Maud S. the team made a mile in 2.15½, He also owned Dick Swiveller, which he sold to Frank Worth for twelve thousand dollars. His Mill Boy and Blondine became famous in 1881, by making a mile in 2.22, at that time the fastest team record in the world. In January, 1856, Mr. Shepard married Susan A., daughter of Perkins H. and Charlotte Bagley. They had two children, John Shepard, Jr., and Jessie Watson (now Mrs. William G. Titcomb). Mr. Shepard resides on Beacon Street and has a beautiful summer residence, "Edgewater," at Phillips Beach, Swampscott. His present wife is Mary J., daughter of H. A. and Mary I. (Titcomb) Ingraham, of Newburyport. Mr. Shepard is a member of the Boston Merchants' Association, and for many years has been active and prominent in various other organizations of business men. He is also interested in numerous enterprises besides the great one of which he is the head.

JOHN SHEPARD.

HENRY HARRISON SPRAGUE, son of George and Nancy (Knight) Sprague, was born in Athol, Mass., Aug. 1, 1841. After fitting for college in public and private schools he entered Harvard College, and was graduated in the class of 1864. After private teaching in 1865, he entered the Harvard Law School, at the same time being a proctor of the college. In 1890 he was elected a member of the board of overseers for six years. In 1866 he entered the law office of Henry W. Paine and Robert D. Smith, in Boston, and in 1868 was admitted to the Suffolk bar, and began the practice of law in Boston, where he has since practised and resided. He served in the Boston Common Council in 1874, 1875, and 1876. Since 1875, with the exception of about a year, he has been a trustee of the City Hospital, and secretary of the board since 1878. He was a member of the Massachusetts House of Representatives in 1881, 1882, and 1883, and a member of the Senate in 1888, 1889, 1890, and 1891. In both branches he served upon the leading committees. In 1888, as chairman of the committee on election laws, he drafted and introduced the new ballot act. In 1890 and 1891 he was president of the Senate. He has been recently appointed chairman of the commission to revise the State election laws. He was in 1884 a member of the executive committee of the Municipal Reform Association, and its senior counsel to secure legislative amendments to the charter of Boston, by which the executive authority of the city was concentrated in the mayor. In 1867 he was active in re-establishing the Boston Young Men's Christian Union, and has since been a member of the board of government, its secretary from 1867 to 1879, and subsequently vice-president. In 1880 he assisted in organizing the Boston Civil Service Reform Association, the first or one of the first organizations effected in this country to advocate that reform, and was on the executive committee until 1889, when he was elected president, which office he still holds. He has been since 1879 one of the trustees of the Boston Lying-in Hospital, and recently one of the executive committee; secretary, since 1883, of the Massachusetts Charitable Fire Society; is a member of the New England Historic Genealogical Society, the Bostonian Society, the Bar Association, the Harvard Law School Association, the general committee of the Citizens' Association of Boston; and has been a manager of the Gwynne Home, and one of the "Committee of Fifty" of the Museum for Fine Arts. He is a trustee and treasurer of the Women's Educational and Industrial Union, and is a member of various social organizations. In 1884 he published "Women Under the Law of Massachusetts; Their Rights, Privileges, and Disabilities"; in 1890, a pamphlet, entitled "City Government in Boston; Its Rise and Development," and he has recently compiled for its one hundredth anniversary an historical sketch of the Massachusetts Historical Fire Society. On the problems of municipal government, Mr. Sprague is considered one of the leading authorities in Massachusetts.

HENRY H. SPRAGUE.

JAMES J. GRACE easily takes a foremost place among Boston's progressive business men. To his enterprise the city is indebted for many of her most substantial and beautiful buildings, notably the elegant "Grace Building," which is such an ornament to southern Washington Street, and that splendid specimen of Moorish architecture, the Columbia Theatre, which is not only among the most beautiful but is also one of the best appointed and equipped among American playhouses. In the erection of the Columbia a remarkable feat in building was performed. The work was begun March 14, 1891, and in less than seven months the whole building was completed and ready for the first performance. This was given Oct. 5, 1891, when the theatre was opened with "Men and Women." Since then only high-class drama has held the boards. In decorations and finish the Columbia is entirely original, among the advantages of its arrangements being the fact that there is not a seat in the house that does not command a view of the whole stage. The balconies are built on Boucicault's principle of "striking a straight line from the top row in each balcony to a point on the stage in front of the footlights, and you have a perfect point of vision for everybody." The impression received upon entering the auditorium is that of being in the courtyard of a Moorish palace, and looking into the great entrance to the palace, formed by the proscenium arch, the windows being represented by the boxes and loges on either hand. The general effect of the decoration is that of old ivory. Loges, seating from sixteen to twenty persons, and so arranged that every one can see equally well, take the place of the conventional box on the balcony level. Of the two magnificent drop curtains, one representing the "Ruins of Alhambra," and the other the "Surrender of Granada," the former was suggested by Mr. Grace's son Pierce. Under the management of Messrs. Rich, Harris & Frohman the prosperity of this house has been phenomenal.

JAMES J. GRACE.

Mr. Grace is one of Boston's heaviest real estate owners. He was born at St. John's, Newfoundland, June 1, 1839. He comes of titled Irish stock, whose home for centuries was at Callan, Kilkenny, and among his ancestors were the famous Earls of Ormand. Mr. Grace obtained his education in the schools of St. John's, and at the age of twenty-six he came to Boston, where he entered upon a mercantile career. In 1867 he started in the millinery business for himself, in Washington Street, and remained there until his store was burned down. He then opened another millinery store on Temple Place, where he was one of the mercantile pioneers. He is a direct importer of the finest millinery goods from the most celebrated houses in London and Paris, and now maintains two extensive establishments, "La Mode," at No. 26 Temple Place, and "The Bouquet," at No. 134 Tremont Street, employing seventy-five skilled assistants. He is a prominent and active member of the Catholic Union, and a life member of the Young Men's Catholic Association of Boston.

CHARLES G. FALL, son of Gershom L. and Rowena P. (Moody) Fall, was born in Malden, Mass., June 22, 1845. His early education was received at Hathaway's School, in Medford; he was fitted for college at Phillips (Exeter) Academy; and was graduated at Harvard College in the class of 1868. He early developed a taste for public speaking, and while at school won several medals, and several prizes while in college. He studied law in Boston with Judge William A. Richardson, was admitted to the Suffolk bar in July, 1869, and practised law in St. Louis, Mo., for a year. Returning to Boston in 1870, he took an office there (meanwhile attending the Harvard Law School and graduating in the class of 1871), and for many years has had a large and lucrative practice. Soon after leaving college he became interested in public matters, and, though never a candidate for public office, he was, in several State and presidential elections, an earnest worker and an effective campaign speaker. In politics he has always been Republican. During his earlier years at the bar he was also interested in philanthropic measures, and strove to ameliorate the condition of the insane by improving the condition of hospitals and by legislation to prevent their unjust imprisonment. He also sought to better the condition of the working classes by shorter hours of labor, higher wages, greater freedom of contract and better security for life and limb. His efforts in this direction have been untiring, well directed and fruitful. To avoid the strikes and lockouts, which for a quarter of a century had been the method of warfare used by employers and employees, at the request of all the State organizations of labor, he drew and advocated the act creating (in 1886) the State Board of Arbitration and Conciliation, which has proved such an effective remedy. For many years he advocated, by writing and speaking, especially before legislative and political committees, measures to make the lives of workmen, particularly railroad employees, more secure; and in 1883 he wrote, for the Labor Bureau, the report on employers' liability for personal injury to their employees, containing an analysis of the existing law, its injustice, the objections to the legal rule compelling workmen to assume the risks of their employment, and a discussion of the reasons for and against its change. He is the father of the Employers' Liability Act of 1887. As an outspoken advocate of the rights of labor, Mr. Fall stands pre-eminent, and his services have been all the more valuable, inasmuch as his arguments, while emphasizing the duty of employer to employed, were directed towards a mutual recognition of that to which each class was entitled. He has likewise published two volumes of poetry, one entitled "Dreams" (1883), and another called "A Village Sketch" (1886). Both volumes were favorably received by the critics and by the public. In 1887 he married Emily B. Fabian. They have one son. Mr. Fall's residence is in Boston, and he is a member of the Boston Bar Association, the Algonquin, Exchange and other social clubs.

CHARLES G. FALL.

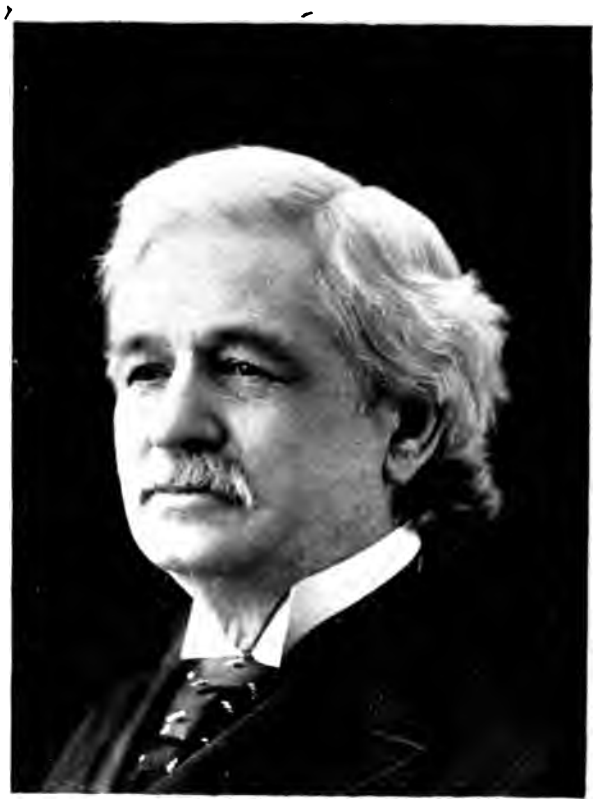
IN the long line of brilliant men of Irish birth and American adoption who have enriched our literature and helped to elevate the standard of public life, James Jeffrey Roche, the scholarly poet of Boston, who guides the literary destinies of the *Pilot*, merits place. To step into the position made vacant by the too early demise of the patriotic and gifted John Boyle O'Reilly, was an undertaking which was modestly assumed by Mr. Roche, but the sequel has shown that though taken with trepidation, there has been no occasion to regret a step that has been gratifying alike to all concerned. Mr. Roche is one of the rising literary men of America. He is a forceful writer, an able speaker, and his sunny temperament makes friends of all who come within range of his magnetic personality. His talents are frequently levied upon on public occasions, where his eloquence and resource invariably prove attractive and interesting. James Jeffrey Roche was born at Mountmellick, Queen's County, Ireland, May 31, 1847. His parents emigrated in the same year to Prince Edward Island, where he was educated, first by his father, Edward Roche, an accomplished scholar, and afterwards at St. Dunstan's College, Charlottetown. Among his classmates at the latter institution were the present Chief Justice Sullivan, of Prince Edward Island, and Archbishop O'Brien, of Halifax, N. S. After leaving college Mr. Roche came to the United States in May, 1866, and engaged in commercial pursuits for seventeen years; at the same time he dabbled in literature, writing for various newspapers and magazines, notably the Boston *Pilot*. In June, 1883, he was offered by his friend, John Boyle O'Reilly, the position of assistant editor on the *Pilot*, which he accepted, and held until the death of his chief, in August, 1890, when he became the principal editor. In 1884 he was elected secretary of the famous Papyrus Club of Boston, holding the office for five consecutive years, and being chosen president of the club in 1890. His published works are a volume of poems, "Songs and Satires" (Ticknor & Co., 1886); "Life of John Boyle O'Reilly" (Cassell & Co., 1890); "Story of the Filibusters" (T. Fisher Unwin, London, and Macmillan & Co., New York, 1891). The University of Notre Dame, Indiana, conferred the degree of LL. D. on him last year. He is a brother of the late John Roche, pay clerk in the United States Navy, who perished heroically in the Samoan disaster of March, 1889. Mr. Roche was the poet of the occasion on the unveiling of the "high-water mark monument" at the national dedication on the field of Gettysburg, June 2, 1892, on which occasion his effort was worthy of the high theme that inspired him. In the poetry of patriotism and humanity he exhibits his highest development. Mr. Roche was also the poet on the occasion of the celebration of the two hundred and fiftieth anniversary of the founding of Woburn, Mass., on October 6, 1892. His poem in commemoration of this notable event was remarkably fine and vigorous, and takes rank with the best productions, of this character, in American literature.

JAMES JEFFREY ROCHE.

LEVERETT SALTONSTALL comes of a family which has been identified with the affairs of this country since 1630, and whose members have all been remarkable for the tenacity with which they have held to their opinions, even when in the minority and often in personal danger. Sir Richard Saltonstall, of Huntwick, knight, lord of the manor of Leadsham, near Leeds, first-named associate under the Massachusetts charter, came to this country in 1630 in the "Arabella" with Governor Winthrop, and began the settlement of Watertown. He was an original patentee of Connecticut. His son Richard, who came here with him, settled in Ipswich in 1635. Richard Saltonstall was a man of great strength of character, and when Winthrop and others proposed to establish an executive council, with hereditary rights, he opposed the idea so strongly that it was given up, although, had such a council been established, Saltonstall would have been one of the men to receive the greatest advantages from it. Nathaniel, son of Richard, appointed one of the judges in 1692 to try the witches, left the court and courageously refused to have anything to do with the business. Mr. Saltonstall was born in Salem, Mass., March 16, 1825. His father, Leverett Saltonstall, was an eminent advocate of Salem, speaker of the House of Representatives, president of the State Senate, and a member of Congress, respected and beloved for his great qualities of mind and heart. Mr. Saltonstall prepared for matriculation at the Salem Latin School, then entered Harvard, and graduated in 1844. He studied at the Harvard Law School, graduated in 1847 with the degrees of A. M. and LL. B., was admitted to the Suffolk bar, and practised until 1862. Mr. Saltonstall is a man of wide culture, and has been many times asked to assume positions of trust, which, although requiring much labor and time, have been mostly of a gratuitous nature. When Mr. Cleveland was elected President in 1884 he appointed Mr. Saltonstall collector of the port of Boston, which position he held until February, 1890. A member of the Board of Overseers of Harvard College from 1876 to 1888, Mr. Saltonstall was elected to fill another term in 1889. He is an active member of the Massachusetts Historical Society, and also of the New England Historic Genealogical Society and the Bostonian Society. He is a member of the Board of Trustees of the old Massachusetts Society for Promoting Agriculture, and is identified with a number of associations of a like character. He was for two years president of the Unitarian Club. In 1854 Mr. Saltonstall was appointed to the staff of Governor Emery Washburn, receiving the rank of lieutenant-colonel, and in 1876 he was a commissioner from Massachusetts to the Centennial Exposition at Philadelphia. Mr. Saltonstall was married at Salem to Rose S., daughter of John Clark and Harriet Lee. They had six children: Leverett (died, 1863), Richard Middlecott, Rose Lee (Mrs. Dr. George West, deceased), Philip Leverett, Mary E. (Mrs. Louis A. Shaw) and Endicott Peabody Saltonstall.

LEVERETT SALTONSTALL

IDENTIFIED for nearly half a century with the public life of New England, the veteran lawyer and statesman, Ambrose A. Ranney, has made a career that in its every phase and detail has been beyond danger of assailment. Only a summary of it is possible here. Ambrose Atwood Ranney, son of Waitstill R. and Phœbe (Atwood) Ranney, was born in Townshend, Windham County, Vt., April 16, 1821. He prepared for college at the Townshend Academy, and was graduated from Dartmouth College in the class of 1844. His life was spent on the home farm until he was nineteen years of age. His father was the leading physician of his native place, and was for two years lieutenant-governor of Vermont. After graduation he studied law with Hon. Andrew Tracy, in Woodstock, Vt., and was admitted to the bar in Vermont in 1847. He immediately removed to Boston, and was admitted to the Suffolk bar in June, 1848. Mr. Ranney was married Dec. 4, 1850, to Maria D., daughter of Addison and Maria (Ingals) Fletcher. Of this union were four children: Fletcher Ranney, Maria F., Helen M. and Alice Ranney (now Mrs. Thomas Allen). Mr. Ranney was city solicitor for Boston in 1855 and 1856; member of the House of Representatives in 1857, 1863 and 1864; elected to Congress in 1880, as a Republican from the third congressional district; was twice re-elected, serving through the Forty-seventh, Forty-eighth and Forty-ninth congresses. He joined the Republican party at its organization, and has ever since remained an active worker in its ranks. He served two terms in Congress on the Committee on Elections, investigating frauds and rendering valuable service in the interest of fair elections and the integrity of the ballot-box, dealing, as has been his wont at the bar, heavy blows in his condemnation of frauds and infringements of the rights of citizens. During the last term he was a member of the Judiciary Committee, and was appointed at the head of a special committee on the Republican side of the House to investigate the famous Pan-Electric scheme, involving the reputation and conduct of high governmental officials and exciting great public interest. His services on this committee are a matter of honorable record. His absorbing aim and ambition was, however, in the profession of the law. In this, before entering Congress, he had achieved eminent success. He had been only a few years at the bar when the office of city solicitor was conferred upon him, and his duties therein were discharged with entire satisfaction to all. He had little taste for politics, and political honors have at all times been thrust upon him, rather than sought for. But during his legislative service, both State and national, he won the respect and esteem of all parties, and impressed the public generally by his manly bearing, his fidelity to duty, and his ability as a lawyer and legislator. While his return to private life and his chosen profession has been more congenial to him, his loss to the public service was the cause of deep regret among all who know him and appreciate his merits.



AMBROSE A. RANNEY.

OWEN A. GALVIN, lawyer, is well known in professional and political circles in Boston, where he was born on June 21, 1852, being the son of Patrick and Mary (Hughes) Galvin. His early education was gained in the public schools of his native city, and deciding to take up the legal profession after his graduation from the public schools, he entered the office of Hon. Charles F. Donnelly, and then the Boston University Law School, and was graduated in 1876. He was admitted to the bar Feb. 29 of that year, and began the practice of law in Boston in 1881, having in the meantime acquired in the office of Mr. Donnelly a varied experience in the intricacies of civil law and its application to complex cases. His interest in politics developed early, and he has been a counsellor in the Democratic party since the seventies. In 1879 he was made a member of the Democratic City Committee, and was re-elected in 1880, 1881 and 1882. In the two latter years he served as vice-president of that body, and has been a member several times since. In 1881 he was elected to the lower branch of the General Court, where in that term he served on the committees on education and constitutional amendments. After this one term in the House his constituents sent him, in 1882, to the State Senate, and in 1883 and 1884 he was handsomely re-elected. In 1884 he received the entire vote of the Democratic members for the position of president of the Senate. The important committees upon which he served in the Senate were those on liquor law, labor, education, judiciary and election laws. He also served on a special committee appointed to visit penal and charitable institutions, and on the report of this committee the reformatory prison at Concord and the Homœopathic Hospital for the Insane were established. By Hon. George M. Stearns, in July, 1886, he was appointed assistant United States district attorney, and when, in September, 1887, Mr. Stearns resigned the office, Mr. Galvin was appointed to succeed him, the appointment made during recess being afterwards confirmed by the Senate. In this position Mr. Galvin was eminently successful, conducting the affairs of the office with discretion and ability. He resigned his office in October, 1889, the resignation not being accepted until May, 1890. In the Boston Democratic mayoralty convention of 1889 Mr. Galvin was nominated for the office of mayor, but was defeated at the polls by Thomas N. Hart. In 1891 he was appointed by Governor William E. Russell to the Charles River Improvement Commission, and his associates on that board honored him by making him their chairman. Mr. Galvin is prominently identified with the Massachusetts Catholic Order of Foresters, and in 1882–83 was high chief ranger for Massachusetts. He was re-elected in 1891 and 1892. In the latter year Mr. Galvin was a prominent candidate for mayor before the Democratic convention which nominated Nathan Matthews, Jr. Mr. Galvin was married in Boston, July 3, 1879, to Jennie T., daughter of Timothy K. and Ellen (O'Driscoll) Sullivan. Their children are: Stephen P., Augustus H. and Frederick S. Galvin.

OWEN A. GALVIN.

THE largest playhouse in Boston, and for many years the largest in the country, is the Boston Theatre, whose business agent is Henry A. M'Glenen. For more than forty years Bostonians have known him only as "Harry M'Glenen," a name that is familiar to every play-goer and to every business man in the city. His circle of acquaintance is large, embracing most of the prominent and not a few of the humblest citizens of the city and of New England, and yet comparatively few know much of his interesting history, so quietly, so unostentatiously, and so modestly has he pursued his chosen pathway in life. Mr. M'Glenen was born in Baltimore, Md., Nov. 28, 1826. He attended the public schools, and at the age of twelve years entered a printing-office in his native city, and served an apprenticeship as a compositor. He was afterward a student in St. Mary's College, Baltimore, where he worked in the printing-office established by the faculty. In 1845, without premeditation, and with no definite object in view, he started for Boston, and landed here with scanty baggage and a cash capital of six cents. He obtained, in the composing-room of the *Daily Advertiser*, a regular situation, which he resigned in 1846, to enlist in the Mexican War. While in Matamoras, Mr. M'Glenen worked on the *American Flag*, a semi-weekly newspaper published to enliven the tedium of camp life. Returning to Boston in 1848, he became, in 1850, a reporter on the Boston *Herald*. He then went to the *Daily Mail*, and after a year or two in other offices he took charge of the *Times* job office. He managed the business of Dan Rice's circus in Boston so successfully that it brought him much work from others. For two seasons he had charge of the business of the Marsh children at the Howard Athenæum, after which he was connected with several companies. In 1857 he was presented with a handsome souvenir for the manner in which he managed a concert given by the band of the National Guard of New York, which was here on a visit. About this time the people's promenade concerts, given at Music Hall, were very popular, and Mr. M'Glenen was interested in them with Patrick S. Gilmore. When Wyzeman Marshall had leases of the Howard Athenæum and the Boston Theatre, Mr. M'Glenen looked after his interests, and later he did much work for Mr. Jarrett, who had the Boston. In 1866 Mr. M'Glenen gave up the printing business and took charge of the concert tour of Parepa Rosa. In 1867 he took the Mendelssohn Quintette Club on a Western tour, and in 1868 became business manager of Selwyn's Theatre, afterwards the Globe. In the the great Peace Jubilee of 1869 he had a leading part in the arrangements, and its success was in no small degree due to his efforts. In 1871 he became business agent of the Boston Theatre, the position which he still holds. He has had more benefits than almost any other man in the dramatic business, and every one of them has been a great musical or dramatic and social event of the year in which it has occurred. Mr. M'Glenen was married in 1849 to Miss Caroline M. Bruce, of Boston. They have two sons.

HENRY A. M'GLENEN.

FREDERICK AUGUSTUS GILBERT is one of the best-known and most successful managers of electric-lighting enterprises in the country. Early recognizing the future value and importance of electric lighting as a legitimate commercial industry, he has become largely interested in the ownership and identified with the management of successful companies in New Haven and Bridgeport, Conn., Newport, R. I., Boston, Mass., and Portland, Me. He was born in Hamden, Conn., April 29, 1847. He lived on his father's farm until he was eleven years of age, when, with his father's family, he removed to New Haven. He attended its common schools until he was fourteen years old, and then began his business career as a clerk in a local store. When nineteen years of age he had succeeded in saving out of his small salary a sufficient amount to enable him to go to the oil regions of Pennsylvania, and engage in speculation in the oil and land leases. Having made a little money here, he returned to New Haven, and became a clerk in the house-decorating business. Just before he was twenty-one he bought out the proprietor, paying him, in part, with money borrowed for the purpose. He was successful in the prosecution of this business and remained in it until 1886. Meantime, the business of commercial electric lighting had been started. A company was organized in New Haven in 1882, in which Mr. Gilbert became a stockholder but not a director. In less than a year the company had become hopelessly insolvent, and was sold out for a small amount over its indebtedness. The controlling interest in the company was purchased by Mr. Gilbert and a few friends, and he became the president of the corporation. Since then he has become connected, in the same way, with the electric-lighting industry in the other cities above named. In every case the companies had been losing money prior to his connection with them, and in every case he and his friends have put them upon a dividend-paying basis, at the same time enlarging their property and improving their service. In 1886 Mr. Gilbert secured the control of an electric-lighting company in Boston. Since then it has been consolidated with three other companies, under the name of the Boston Electric Light Company, which now does a flourishing business on a capital of upwards of $1,300,000. Mr. Gilbert has always been the president and general manager of this corporation, and devotes himself principally to its affairs. The combined capital of the electric-lighting enterprises in which he is engaged is nearly $3,000,000. He is president of four companies and vice-president of one. In 1889 the principal electric-lighting and some of the gas companies of the State formed an association for defensive purposes, under the name of the Massachusetts Electric Lighting Association, Mr. Gilbert being chosen president. He has since been twice re-elected, his special knowledge of the business proving of great value. Mr. Gilbert's family consists of a wife and three children. He resides in Brookline.

FREDERICK A. GILBERT.

CHARLES A. HOPKINS, who represents the Mutual Life Insurance Company of New York as its general agent, with headquarters in Boston, was born in Spencer, Tioga County, N. Y., Sept. 5, 1841, and is the son of Samuel A. and Helen (Carpenter) Hopkins. At an early age he removed with his parents to Jersey City, N. J., where he attended the famous Dickinson School. At the outbreak of the War of the Rebellion he was a clerk in a wholesale dry goods house in New York, occupying an excellent position and with bright prospects for the future. These he relinquished to enter the Union service as a private in the Eighth New York Militia. Upon his return from three months' service, he was actively engaged in recruiting, and assisted in the organization of several regiments. In August, 1862, he became adjutant of the Thirteenth New Jersey, with which regiment he was identified until the close of the war, serving, however, for a large portion of the time, on the staff of the general commanding the Twentieth Corps. He was brevetted major for distinguished services, was mustered out in June, 1865, and in July entered the home office of the Mutual Life Insurance Company of New York in a subordinate capacity. His attention to the details of the business, and his evident capacity for higher work, gained him rapid promotion, until he reached the post of cashier, which position he retained until 1875, when he was appointed general agent for Rhode Island, and removed to Providence. In this new position he was most successful. While in Rhode Island he represented the city of Providence in the State Legislature for two terms, and also served in the State militia as chief of staff and inspector, with the rank of lieutenant-colonel. In January, 1888, Colonel Hopkins was transferred to the Massachusetts agency, where the business of the company has been largely increased by his methods and energy. The insurance now carried by citizens of this State in this one company amounts to nearly $40,000,000, the annual premium collections on which exceed $1,500,000, or about double those of any other company. The business of the agency is conducted in handsome and extensive effices on the second floor of the company's own fire-proof building (recognized as one of the finest architectural ornaments of the city), at No. 95 Milk Street, Boston. Colonel Hopkins's success as a life insurance manager is mainly owing to his thorough familiarity with the principles of the business, and to a close attention to its details. He is a director in the Mercantile Loan and Trust Company, a trustee of the Northfield School for Girls, and of the Springfield Training School; a director of the Boston Young Men's Christian Association, and treasurer of the Andover House Association. Colonel Hopkins's wife was Sarah Louise Austin, daughter of Walter Austin, of Catskill, N. Y. They have six children: Martha A., Louis L., Helen C., Grace, Walter A. and Louise. Their home is in Brookline, where Colonel Hopkins has recently erected, on Aspinwall Hill, one of the finest houses in the vicinity.

CHARLES A. HOPKINS.

FREDERICK LOTHROP AMES, capitalist, railroad builder and director, was born in Easton, Mass., on June 8, 1835, the son of Oliver and Sarah (Lothrop) Ames. At Concord he received his early education, and at Phillips Exeter he was fitted for college. He was graduated from Harvard in 1854, before he was twenty years old. His tastes then were inclined to the law, but in deference to his father's desire he went into business. It was his father's wish that he start at the bottom of the ladder, and he at once became a a clerk in the great Ames works at North Easton. From grade to grade, as the rules of the establishment required, he advanced, and after several years he was placed in charge of the accountant's department. Very early he showed a marked executive ability, and when, in 1863, he became a member of the firm he was an experienced business man. Until 1876 the firm name was Oliver Ames & Sons, but in that year it was reorganized as the Oliver Ames & Sons Corporation, with F. L. Ames as treasurer, which is his present position.

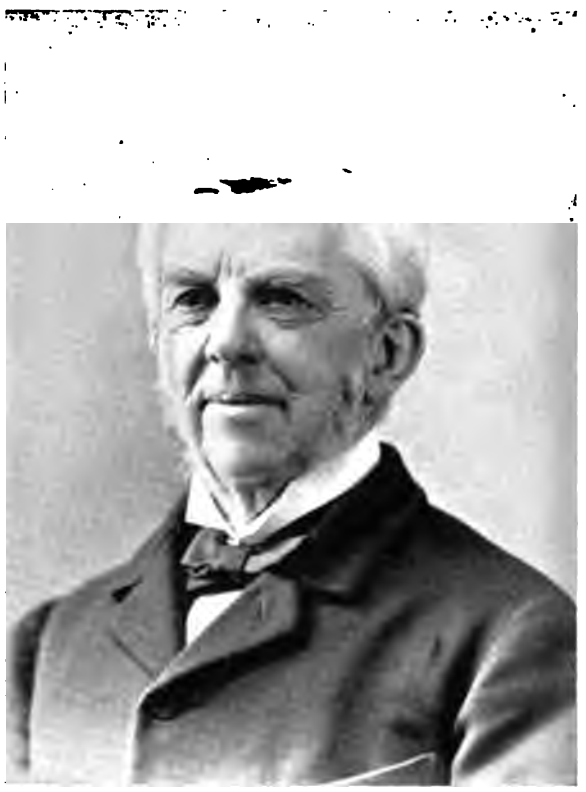
FREDERICK L. AMES.

Early in his business career, Mr. Ames had become interested in railroads, and when a young man was a director in the Union Pacific, the Chicago & Northwestern, Missouri Pacific and Texas Pacific railroads. Gradually he diverted his attention from merchandise to railroads, and to-day he is officially connected with some seventy-five railroads, and is conceded to be one of the best-informed men on all matters pertaining to this branch of enterprise in the country. To give a list of all the various corporations with which Mr. Ames is connected as president, vice-president or director, would occupy a large space. Many of the monetary institutions of Boston claim a part of his attention, and he is identified with several charitable institutions. He is also a member of the corporation of Harvard College. One of his diversions is that of horticulture, and in this he is remarkably skilled and well informed. His collection of orchids at his palatial North Easton home is the finest in the United States, and in his greenhouses Mr. Ames often spends hours watching the development of his ideas in the cultivation of beautiful flowers. He is also a collector of rare china, paintings and tapestry, and possesses some of the finest specimens of the handwork of the past. His holdings of real estate in the city of Boston are very large, and one of the notable buildings of the city is the Ames building, the tallest structure in New England, situated at the corner of Washington and Court streets. This is a monument of size, strength and architectural beauty. His winter home is on Commonwealth Avenue, Boston, and his summer home at North Easton. In 1860 Mr. Ames was married to Rebecca Blair, daughter of James Blair of St. Louis, who originally was a Virginian. They have five children: Helen Angier, wife of Robert C. Hooper; Oliver, 2d, Mary Shreve, Lothrop and John Stanley. Mr. Ames is considered one of the most skilful, as he is certainly one of the most successful, financiers in New England.

YEARS ago a Boston poet said of his native town: —

"Her threefold hill shall be
The home of art, the nurse of liberty,"

and more than any other living man he has helped to fulfil the prophecy. Oliver Wendell Holmes is an essential part of Boston, like the crier who becomes so identified with the court that it seems as if Justice must change her quarters when he is gone. The Boston of Holmes, distinct as his own personality, is passing away with the generation of a wit who made a jest that his State House was the hub of the solar system, and in his heart believed it. But Dr. Holmes does not live in the past. His youth was splendid, but his old age is glorious. He has lived with the century as it grew from the age of nine to ninety-three, and has held his own with it. He has grown in literary strength with years. And what a marvellous versatility of talent! By virtue of his apt response to the instant call, and of the wit, wisdom and conviction, and the scholarly polish that relegate his lightest productions to the select domain of art, he is the Dean of American "occasional" poets. A perfect phantasmagory of songs, odes and rhymed addresses; poems on collegiate and civic occasions; tributes to princes, embassies, generals, heroes; welcomes to novelists and poets; eulogies of the dead; verses inaugural and dedicatory; stanzas read at literary breakfasts, New England dinners, municipal and bucolic feasts; odes natal, nuptial and mortuary; metrical delectations offered to his brothers of the medical craft,—to which he is so loyal,—bristling with scorn of quackery and challenge to opposing systems; not only equal to all occasions, but growing better with their increase. A kind of special masterhood, an individuality, humor, touch, seems to have carried him through all this, and much more besides, and to have given him pre-eminence in a field the most arduous and least attractive to a poet. But Dr. Holmes is more than a poet, he is a philosopher, —a kind of attenuated Franklin, viewing men and things with less robustness, perhaps, but with keener distinction and insight. Little is too high or too low for his pertinent comment. His maxims, in his writings and in his conversation, are so frequent that it seems as if he had jotted them down from time to time, and here first brought them to application. They are apothegms of common life and action, often of mental experience, strung together by a device so original as to make his "Autocrat" a novelty in literature. The last of that great constellation of writers who gave to America its first golden age of letters, Dr. Holmes, in his declining years, is in the serene enjoyment of the fruits of a life that has led most melodious days. His contemporaries are all gone, but his eldest son, an associate justice of the Massachusetts Supreme Court, is one of the honored judges of the State. Dr. Holmes retired from general practice in 1849, and although holding his professorship at Harvard — he is now professor *emeritus* — he has of late years devoted himself wholly to the pursuit of letters.



OLIVER WENDELL HOLMES.

A. SHUMAN, one of Boston's great merchants, was born in Prussia, May 31, 1839, and came to this country when but a child. The family settled in Newburg, N. Y., where young Shuman worked on a farm, when not at school, until he was thirteen years of age, when he went into a clothing store. When but sixteen years of age he started in the world to make a fortune, and went to Providence, R. I. Not satisfied with the scope afforded him in that city, he came to Roxbury. This was in 1859. He at once began a business on the corner of Vernon and Washington streets. Mr. Shuman, though of foreign birth, is intensely American, and many institutions are remembered by him from time to time in a practical manner. The immense establishment at the corner of Washington and Summer streets, denominated the "Shuman Corner," is the result of his business energy. It exhibits an achievement of no ordinary merit in the progress of mercantile improvement. The combined space of eight floors occupies an area of over two acres, and comprises a mammoth emporium that has no superior in New England. With his employees no one is more popular than Mr. Shuman. He has arranged a system of purchasing homes for them, and no employer in Boston has bought so many homes for his help as he. He has loaned them money, charging no interest, and allowing them to pay back in small instalments. The appreciation of his many kindnesses has been manifested by his employees again and again in appropriate testimonials. As he has conducted his own business with care, prudence and integrity, so has he conducted all offices of a public character which have been thrust upon him from time to time. Mr. Shuman was married, Nov. 3, 1861, to Miss Hetty Lang; they have three sons and four daughters. The daughters are: Emma, married to August Weil, of Weil, Haskell & Co., New York; Bessie, married to Alexander Steinert, president of M. Steinert & Sons' Pianoforte Company; Theresa and Lillian G. Shuman. The sons are Edwin A. and Sidney E., who are in the firm of A. Shuman & Co., and George H. Shuman. A Boston journal says of Mr. Shuman: "With the pluck that has throughout distinguished him, a few years after settling here he opened a store, which has since developed to mammoth proportions on Washington Street, but he has never left Roxbury. He is proud of his residence there, and delights to think that he has done much to make it the creditable place it is to-day. The business premises in Boston are most colossal, but as large as they are, the firm is compelled to hire other buildings in the vicinity for the convenience of the help. Mr. Shuman is first vice-president of the Boston Merchants' Association, a leading member of the Board of Directors of the Manufacturers National Bank, and is president of the Board of Trustees of Boston's great City Hospital. Few public occasions of importance pass without the presence of Mr. Shuman, and his genial bearing makes him much sought after in social as well as commercial circles. He is essentially a self-made man."

A. SHUMAN.

CHARLES WHITTIER, manufacturer of elevators and machinery, and inventor, was born Nov. 26, 1829, in Vienna, Kennebec County, Me. He is the son of John Brodhead and Lucy (Graham) Whittier. The first of his ancestors in this Country was Thomas Whittier, who came from England in 1638, at the age of sixteen, in the ship "Confidence." Mr. Whittier's education was obtained in the public schools of Roxbury, Mass., where he entered the Washington Grammar School in 1841, the year in which it was dedicated. At the close of his school-days he was apprenticed for three years to learn the machinist's trade with the firm of Chubbuck & Campbell, Roxbury, of which the present Whittier Machine Company is the lineal successor. He has thus been in the same business for nearly fifty years. During his apprenticeship Mr. Whittier attended for two years the drawing school of the Lowell Institute, and became not only a practical mechanic but an experienced draughtsman. Being made superintendent of the business in 1859, he was admitted to partnership in the firm, which was then, upon the retirement of Mr. Chubbuck, changed to Campbell, Whittier & Co. In 1874 the business was incorporated under the name of the Whittier Machine Company, with Mr. Whittier as president, a position which he has since held. The works, for many years in Roxbury, but located now mainly in South Boston, comprise a very large and unusually fine plant in the line of foundry and machine work, especially adapted to the manufacture of steam, hydraulic and electric passenger and freight elevators. The company is one of the principal manufacturers in America of electric elevators, which represent the highest development thus far attained by electrical science and mechanical art in this industry. A large number of improvements, increasing the safety, speed and comfort realized in the use of elevators, have been introduced by the Whittier Machine Company. These improvements are protected by numerous patents, many of which are Mr. Whittier's own inventions. The company has always encouraged legislation calculated to secure the compulsory adoption of all reasonable safeguards for the protection of life and limb in the use of elevators, including a rigid system of inspection. Mr. Whittier has always been identified with the Republican party. In 1884 he was elected to the State Senate, where he served one term. For many years he has been an active member of the Massachusetts Charitable Mechanic Association. He is one of the two vice-presidents of the Eliot Five Cents Savings Bank, Roxbury, and is a member of the Executive Committee of the Board of Trustees of Tufts College. For nearly forty years he has been a member of the First Universalist Society of Roxbury. His long career as a shrewd, honorable and successful business man, and as an inventor, qualifies him to stand as a truly representative man of the Commonwealth. Mr. Whittier was married in Roxbury, June 7, 1855, to Eliza Isabel, eldest daughter of Benjamin F. and Eliza (Everett) Campbell. They have no children.

CHARLES WHITTIER.

HOSEA KINGMAN, lawyer, mason, and veteran of the Civil War, is one of the representative men of Massachusetts. He was born in Bridgewater, Plymouth County, Mass., April 11, 1843, the son of Philip D. and Betsey (Washburn) Kingman. In the public schools of his native place he gained his early education, and then went to the Bridgewater Academy, a famous institution, which is the alma mater of many distinguished men. Mr. Kingman also attended the Appleton Academy, at New Ipswich, N. H. He then entered Dartmouth College, at Hanover, N. H., but the breaking out of the war interrupted his studies here, and he enlisted in Company K, Third Regiment, Massachusetts Volunteers, and was mustered into service Sept. 22, 1862. In that month Mr. Kingman accompanied his regiment to Newbern, N. C., where he remained until December, when he was detailed to duty in the signal service, and was sent to Port Royal, S. C. Later he was detailed to Folly Island, Charleston Harbor, and on June 22, 1863, he was mustered out of the service. After having thus served nearly one year with distinction he returned to college, where he was able to make up his junior year work in his senior year, and so was graduated with his class in 1864. Mr. Kingman then took up the study of the law, and his training in this department of his life's work was gained in the office of William Latham, with whom, after his admission to the bar, he went into partnership, under the firm name of Latham & Kingman. In 1871 Mr. Latham retired, and Mr. Kingman continued the business and is still in practice. As a public man Mr. Kingman has served in the positions of district attorney of Plymouth County and as commissioner of insolvency of that county. He was elected to the latter position in 1884, and was re-elected each year until 1887, when he was elected district attorney. He also received the appointment of special justice of the first district court of Plymouth County, Nov. 12, 1878. He resigned his office as district attorney to become a member of the Metropolitan Sewerage Commission, of which board he is now chairman. Mr. Kingman is an interested student of local history, and is a trustee of the Plymouth County Pilgrim Historical Society, an organization which has done much for the enlargement of historical research in the line of early Plymouth events. Mr. Kingman is also a trustee of the Bridgewater Academy, and takes an active interest in educational matters at home and abroad. He has likewise been for some time a trustee of the Bridgewater Savings Bank. He is also prominent in the ranks of Free Masonry. June 23, 1866, he was married to Carrie, the daughter of Hezekiah and Deborah (Freeman) Cole, at Carver, Mass. This union has been blessed with but one child: Agnes C. Kingman. Mr. Kingman's home is in Bridgwater, where he was born and has lived nearly all his life, and where he is respected by all. His responsible and exacting duties as chairman of the Metropolitan Sewerage Commission occupy at present nearly the whole of his time and energies, and he fills that office with great credit.

HOSEA KINGMAN.

INVENTIVE genius and talent for business are seldom united in one man, and when these qualities meet, as in Solomon Adams Woods, a successful life results. He is a native of Farmington, Me., where he was born, Oct. 7, 1827, the son of Nathaniel and Hannah (Adams) Woods. His ancestors went from Massachusetts to Farmington, where his paternal grandfather was one of the first settlers, and where his father became one of the leading men of the town. Mr. Woods was brought up on the farm, getting his schooling winters at the district school, and later at the Farmington Academy. Having a mechanical bent of mind, at the age of twenty years he learned the carpenter's trade, which he intended to follow. Four years later, however, he planned, with his employer, the erection of a sash, door and blind factory in Farmington, and came to Massachusetts to purchase the necessary machinery. That was the turning point in his career. Instead of returning to Maine, he engaged as a journeyman in the same business, in Boston, with Solomon S. Gray. Within a year Mr. Woods had bought out his employer, and on Jan. 1, 1852, went into the business of manufacturing sashes, doors and blinds on his own account. Two years later he formed a partnership with Mr. Gray, under the firm name of Gray & Woods, for the manufacture and sale of a wood-planing machine, originally invented by Mr. Gray, but rendered much more practical by Mr. Woods's improvements. The partnership lasted seven years. In 1865 Mr. Woods's business, which had grown to large proportions, was still further extended by the manufacture of the improved Woodbury planer. To meet the increasing demands of his business, Mr. Woods erected a manufactory in South Boston, and branch houses were established in New York and Chicago. In 1873 the S. A. Woods Machine Company was incorporated, with a capital of $300,000, and with Mr. Woods as president, an office he still holds. To the successive firms of Gray & Woods, S. A. Woods and the S. A. Woods Machine Company, more than fifty patents for devices and improvements in machines for planing wood and making mouldings have been issued, and from the Massachusetts Charitable Mechanic Association and other institutions they have received nearly a hundred medals. Mr. Woods has been a member of the Boston Common Council, a director of the East Boston ferries, and since 1870 a trustee of the South Boston Savings Bank, of whose Board of Investment he has been a member for many years. In 1878 he declined a nomination for the Board of Aldermen, unanimously urged upon him by both parties. Mr. Woods was married, in 1854, to Miss Sarah Elizabeth Weathern, of Vienna, Me., who died in 1862. Five years later he married Miss Sarah Catharine Watts, of Boston. He has three children: Frank Forrest (on whom he depends chiefly for the present and future management of the business, and who holds the position of vice-president and general manager), Florence and Frederick Adams Woods.

SOLOMON A. WOODS.

AS an example of a self-made man, one who has earned his right to the title rather by the success of perseverance and untiring industry than by any turn of fortune's wheel, John P. Squire, the Cambridge packer, holds high place. From a poor farmer's boy, whose first business experience was that of a clerk in a village store in rural Vermont, to the head of the third largest pork-packing establishment in the United States, is a record of which any one might feel proud John P. Squire was born in Weathersfield, Vt., May 8, 1819. His boyhood years were spent on the farm and attending the short terms of the public schools. At the age of sixteen he entered the employ of Mr. Orvis, the village storekeeper at West Windsor, where he stayed for two years, or until he earned sufficient money to enable him to attend the academy at Unity, N. H. Subsequently he taught night school at Cavendish. In 1838 he came to Boston and became a clerk in the stall of Nathan Robbins, in Faneuil Hall Market. He went into business for himself in 1842, with Francis Russell as partner, at No. 25 Faneuil Hall Market. His success from this on was marked. In 1847 the partnership was dissolved, and for eight years he carried on the business alone. In 1855 he again formed a partnership. Since then there have been several changes in the firm, but Mr. Squire always remained at its head. The business is now carried on under the name of John P. Squire & Co. Corporation, of which Mr. Squire and two of his sons, Frank O. and Fred. F., are the members. In 1885 Mr. Squire bought a tract of land in East Cambridge, upon which he built a packing house. The plant was enlarged from time to time to meet the demands of a growing business until, in 1881, a great refrigerator of thirty thousand tons' capacity was built, with a cooling area of three acres. When this and other buildings were destroyed by fire in 1891, a new refrigerator, with the De La Vergne system of artificial refrigeration, was built, having six acres of cooling space, and a capacity for hanging ten thousand hogs, and the killing of five thousand per day. The magnitude of the business may be suggested by the statement that over eight hundred thousand hogs are slaughtered annually, one thousand men are employed at a yearly expense of seven hundred thousand dollars, and the freight bills for live hogs amount to seven hundred thousand dollars a year. Mr. Squire married the daughter of his first employer, Miss Kate Green Orvis, in 1843, and eleven children blessed the union, nine of whom are now living. On April 30, 1892, Mr. Squire celebrated the golden jubilee of his entrance into business by a grand reception at the establishment in East Cambridge, and several thousand friends accepted the opportunity to tender him their congratulations. Mr. Squire joined the Mercantile Library Association when he first came to Boston, and spent a great deal of his time in reading, of which he was very fond. The position which he attained in commercial circles was due to his own efforts. His residence is in Arlington.

JOHN P. SQUIRE.

WILLIAM F. SAWYER, president of the Massachusetts College of Pharmacy, was born Oct. 30, 1847, in Charlestown, Mass., being the son of Seth and Susan Prudence (Frost) Sawyer. His great-grandfather Pollard was the first private to fall in the battle of Bunker Hill. Mr. Sawyer's education was gained in the public schools of Charlestown, and he attended for a time the academy at Manchester, N. H. When seventeen years of age, he entered a drug store as apprentice, and spent several years in learning the business. He worked in many different stores in Charlestown and Cambridge, thereby acquiring a varied knowledge, which in those days was necessary in order to become a reliable and thorough druggist. He finished his course as drug clerk in Morse's store, at Charlestown. In these several places he had gained a wide and eminently practical knowledge of the retail drug business, and in 1870 he decided to go into the trade for himself. His first venture was at Athol, Mass., where he conducted a drug store four years with such success as ensured his skill and knowledge of the business, and gave him confidence to begin business in Boston. In 1874, therefore, he purchased the store at No. 1152 Tremont Street, established in 1849, and has done business there from that date to this. Mr. Sawyer has always taken a deep and active interest in pharmaceutical matters, and in the several associations of the druggists has been an active member. He is at present a member of the Executive Committee and of the Legislative Committee of the State Pharmaceutical Association, and a member of the Boston Druggists' Association, the American Pharmaceutical Association, and of the Druggists' Alliance. Mr. Sawyer was one of the first men in the State to call the attention of druggists to the fact that Massachusetts had no suitable building for the teaching of pharmacy. The handsome new Massachusetts College of Pharmacy, at the corner of St. Botolph and Garrison streets in Boston, is the result of the labors of Mr. Sawyer and of others. This is the first and only college of its kind in the State. It was started in 1868 in a room on Boylston Street. It was next found in the old Hollis Street schoolhouse, and later in the Franklin schoolhouse. It had at this time some seven thousand dollars, and through the efforts of trustees, one of whom was Mr. Sawyer, money enough was raised to ensure the building of the present structure. The institution to-day has control of about one hundred and twenty thousand dollars' worth of property. Mr. Sawyer is connected with a number of charitable organizations, and is also president and director of several business corporations. He is a member of the Masonic Order, the Odd Fellows, Royal Arcanum, Ancient Order of United Workmen, and Home Circle. On Nov. 23, 1870, at Royalston, Mass., Mr. Sawyer was married to Eunice Helen Bryant. Their one child is William Prince Sawyer. Popular among his fellow-druggists of the best stamp, Mr. Sawyer is honored by them as a man who, among other things, helped to make the College of Pharmacy possible.

WILLIAM F. SAWYER.

FEW among the younger generation of Boston lawyers are better known than George Robinson Swasey. Though less than forty years old, he has already established an enviable reputation as one of the foremost pleaders at the New England bar. Of sturdy New England stock, he has fought his way in his profession until he stands to-day in the foremost rank, and his opinion is sought not alone by lay clients but by his most successful legal brethren. His father was Horatio J. Swasey, and his mother Harriet (Higgins) Swasey. Mr. Swasey was born at Standish, Me., Jan. 8, 1854. He fitted for college at Westbrook Seminary and Gorham Academy, and subsequently entered Bowdoin College, from which he graduated in the class of 1875. He then began the study of law with his father, Hon. Horatio J. Swasey, at Standish, Me., where he remained for two years. In the fall of 1877 he entered the Law School of Boston University, and less than one year later, in June, 1878, he graduated at the head of a class of fifty-two members, many of whom have since won high rank at the bar of Massachusetts and other States. In the fall of the same year Mr. Swasey was appointed a tutor in the law school, a position which he held until the fall of 1882, when he resigned. In April, 1878, he was admitted to the bar of his native State, and in February, 1879, to the Massachusetts bar. He at once began the practice of law with his brother, Horatio E. Swasey (who died in 1889), under the name of Swasey & Swasey, and they quickly built up an extensive business. In the spring of 1883 Mr. Swasey was appointed acting dean of the Boston University Law School, during the absence of the dean in Europe, and was at the same time appointed a lecturer in the school, a position which he still holds. In 1886 he was nominated for the School Board of the city of Boston, on the Democratic and Republican tickets, and elected. He was re-elected in the years 1887, 1888 and 1889, and while a member of the board did good work on behalf of education. He was chairman of the Committee on Accounts and Evening Schools. Throughout the prolonged controversy which took place a few years since as to the use of particular text-books in the schools, he was a firm advocate of text-books which should be just to all, and insisted that in matters of education no class or creed should be unfairly treated. Mr. Swasey has done considerable legal writing, having compiled several treatises, and has assisted in the preparation of two editions of "Benjamin on Sales." He is at present chairman of the Board of Appeals of the city of Boston. Without taking a prominent part in politics, by the force of his character and popularity, he is a considerable factor in the public life of his city and State. It has been given to few men to attain so early in life such an enviable position at the bar, and so much prominence as an authority on educational matters, as has been gained by Mr. Swasey. In the opinion of his friends and admirers he is only on the threshold of a career that is leading him to still greater success.

GEORGE R. SWASEY.

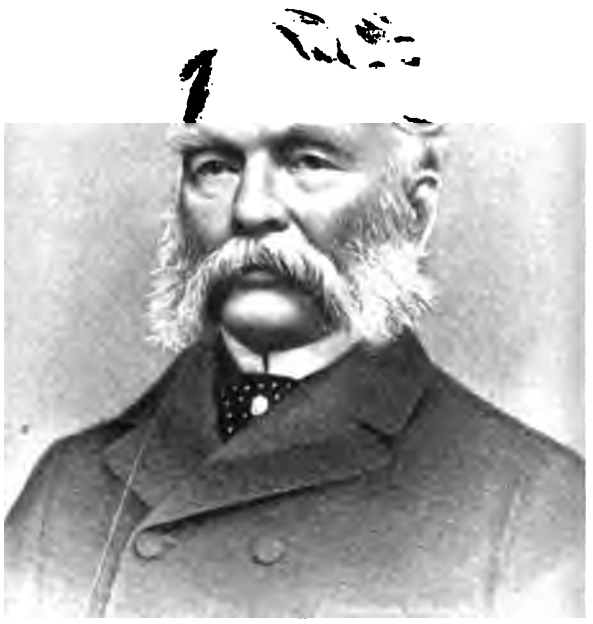
MICHAEL JOSEPH McETTRICK, congressman elect from the Tenth Massachusetts District, the son of Matthew and Mary (McDonough) McEttrick, was born in Roxbury, Mass., June 26, 1846. At the age of eleven years he graduated, at the head of his class, of which he was the youngest member, from the Washington Grammar School. He then attended the famous Roxbury Latin School, and after graduating there, he entered the office of City Engineer Charles Whitney, of Roxbury, to acquire a knowledge of civil engineering. This profession he was afterwards compelled to abandon owing to an injury sustained to his eyes. During the last year of the Civil War, he enlisted in the regular army, receiving his discharge in 1865. He was assistant assessor of the city of Boston in 1884, and in the fall of the same year was elected by the Democrats of his district to the Massachusetts House of Representatives. Seven times in succession he was elected, receiving each year an increased majority. In the House he served on many of the most important committees, such as finance, child labor, education, roads and bridges, liquor law, constitutional amendments, woman suffrage, expenditures and municipal charters. He quickly rose to a position of power and commanding influence on the floor of the House, being chairman of the Democratic members and their acknowledged leader. His brilliant minority reports as member of the Education Committees of 1888 and 1889 advocated in a masterly way the principle, since endorsed by the Legislature, concerning the right of the State to interfere in the management of private schools. Mr. McEttrick holds that, as the Constitution of the United States guarantees freedom of conscience and freedom of worship to every American citizen, it guarantees with equal right, freedom of education. In 1890 he was elected to the State Senate, serving there on the committees on election laws, woman suffrage, and administrative boards and commissions. As the author and promoter of measures in the interest of humanity, and advocate of legislation for the protection of factory women and children, he is recognized throughout the Commonwealth as first and foremost. His entire career has been stamped with integrity and sincerity. Hence his phenomenal popularity, and his election to Congress in 1892 as an independent Democrat from the Tenth Massachusetts District over three strong rival candidates, and after a campaign that for enthusiasm and interest has never had its parallel in this State. It is expected that Mr. McEttrick's broad grasp of legislative matters, his earnestness and his eloquence, will make him a power in the Fifty-third Congress. His symmetrical and splendid physique is partially due to his taste for athletics which he developed early in life. By the time he had reached his majority he had won a national reputation for his powers of strength, activity and endurance, and a record for wrestling, leaping and pedestrianism which for a long time remained unbroken. He won the long distance walking championship of America in 1869.

MICHAEL J. McETTRICK.

HENRY LILLIE PIERCE was born in Stoughton, Mass., Aug. 23, 1825. He is a descendant of John Pierce, who came to this country from England in 1637, and was admitted a freeman of Watertown in the following year. His father, Colonel Jesse Pierce, was a man of considerable distinction as a teacher, a member of the General Court and a pioneer in the anti-slavery movement. His mother was the daughter of Captain John Lillie, a gallant officer in the War of the Revolution. Mr. Pierce received a good English education at the public school in his native town, at the academy in Milton, and also at the academy and State Normal School at Bridgewater. In 1850 he became connected with the chocolate manufactory of Walter Baker & Co. Four years later he took charge of the entire business, and from that time to the present has been the sole manager. He began to take an interest in public questions while still a schoolboy, and was one of the earliest and most zealous promoters of the movement which led to the organization of the Republican party. He served as the representative from Dorchester in the General Court during the sessions of 1860, 1861, 1862 and 1866, and was the author of a number of important legislative measures. On the annexation of Dorchester to Boston, in 1869, he was elected for the two years following to the Board of Aldermen. In 1872 he was elected mayor of Boston, being the choice of the citizens, without regard to party. Against very strong opposition he reorganized the health and fire departments, and freed them from the personal and partisan influences to which they had been subject. Before the expiration of his term he received the Republican nomination for representative to Congress, and was elected by a nearly unanimous vote. During his service of four years as the representative of the third district, he took an active part in committee work and made a number of important speeches on the floor of the House, — opposing the Force Bill, so called, favoring an amendment to the Constitution, limiting the term of office of the President, favoring reciprocity with Canada, defining the proper distribution of the Geneva Award and opposing the counting of the electoral vote sent from Louisiana in 1876. In 1877 Mr. Pierce was again elected mayor of Boston and served one term. The most important act of his administration was the reorganization of the police department. Although he has not held any public office since then, he has continued to take an active interest in public affairs, and has been called upon many times to speak on political, educational and economical questions. He found himself unable to support the Republican nominee for the presidency in 1884, and has since been numbered among the independents in politics. For some years he has been president of the New England Tariff Reform League, and his name is also prominently identified with the reform of the civil service and of the ballot. He has travelled extensively in this country and in Europe, and has thus added to his wide and varied culture.

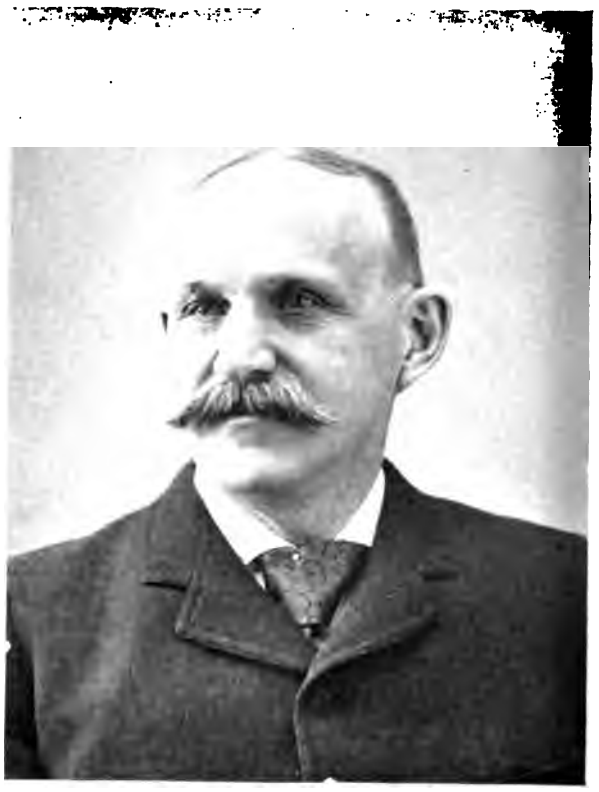
HENRY L. PIERCE.

THE improved methods of heating buildings by steam, and of ventilating them by "fan blowers," now so extensively used throughout the United States, owe their origin and much of their development to James J. Walworth. He was born, Nov. 18, 1808, in Canaan, N. H., the son of George and Philura (Jones) Walworth, and is in direct descent from Sir William Walworth, who was lord mayor of London at the time of the Wat Tyler rebellion, in 1381. Mr. Walworth was educated in the public schools of his native town, and in the Thetford (Vt.) and Salisbury (N. H.) academies. He taught school three winters, and at the age of twenty came on foot to Boston. For ten years he was engaged in the hardware business, and in 1841, with his brother-in-law, Joseph Nason, under the firm name of Walworth & Nason, established the business of steam and hot-water warming and ventilating buildings by radically new methods. Beginning in New York, and a year later starting a plant in Boston, the two concerns have been continued, though with some changes, until the present day. In 1844 Mr. Nason conceived the idea of using small wrought-iron tubes for steam warming. This was entirely different from anything previously attempted. The construction of apparatus for warming buildings, especially manufactories, was immediately begun and rapidly extended, soon becoming the type of steam warming in large structures, to the exclusion of all other methods. Immediately following this came a new system of ventilation by the use of the "fan blower," propelled by steam power, which is now recognized as the most effective and economic method, especially in hospitals, churches, theatres, halls, etc. This system was first introduced by Walworth & Nason in 1846, and in that year was applied to the Custom House in Boston, and since then to numerous public buildings in nearly every State in the Union. Several of the State capitols have been warmed and ventilated upon this principle. Though Mr. Walworth has been the business head of the concern, yet, as engineer in steam-heating and ventilating, he has designed and executed many important works. In 1852 the firm of Walworth & Nason was dissolved, Mr. Walworth continuing business alone, and later admitting Marshall S. Scudder and C. Clark Walworth as partners. In 1872 the Walworth Manufacturing Company was organized, with a paid-up capital of $400,000, and with Mr. Walworth as president, a position which he retained until his resignation in 1890. The company owns an extensive plant at South Boston, employing here and elsewhere upwards of eight hundred workmen. Mr. Walworth is president of many other large business corporations. He was one of the founders of Lasell Seminary. In 1870 and 1871 he was a member of the Massachusetts Legislature. He has been twice married. His first wife was Elizabeth Chickering Nason. His present wife was Mrs. Lydia Sawyer. He has one son, who is president of the Walworth Construction and Supply Company.



JAMES J. WALWORTH.

IN the fruit trade, as in every other branch of commerce, the tendency toward consolidation is plainly evident. The fruit trade of Boston has not only grown to far vaster proportions in the last ten years, but it is managed on entirely different lines, and what were formerly separate, and often antagonistic, interests are now all harmoniously combined under one management. The Boston Fruit Company is the only concern in the country which owns its own plantations, — they are situated in Jamaica, and contain about thirty-seven thousand acres in all, — imports its own products in its own line of steamers, and deals direct with both the retailer and jobber. It is a stupendous business which has grown up within a very few years and has completely revolutionized the system of handling fruit. Five steamers are kept busy bringing the products of the company from Jamaica to Boston. The manager of the Boston Fruit Company is Andrew Woodbury Preston, one of Boston's successful men of affairs. He was born June 29, 1846, at Beverly Farms, Mass., the son of Benjamin and Sarah Preston. He is of old New England stock, being descended from one of three brothers who came from England and settled in Massachusetts early in the seventeenth century. Mr. Preston attended the grammar school in Beverly until he was sixteen years old. Three years of farm life followed, after which he went into the shoe manufacturing business and remained in it until his health failed. In September, 1867, he came to Boston and went to work for Charles Kimball & Co., produce merchants, being their buyer in Maine the following year. In 1869 he became connected with Seaverns & Co., fruit and produce dealers, continuing with this firm until 1888. In 1885 he became interested in an association of merchants, formed for the purpose of buying fruit in the West Indies. Out of this association grew the Boston Fruit Company, which was organized in 1888 and incorporated in 1890. During the winters of 1885 and 1886 Mr. Preston was in New Orleans, representing the interests of Boston fruit merchants. In the winter of 1887 he visited Jamaica with parties interested, and assisted in the organization of the Boston Fruit Company. In 1888 he was made its assistant general manager, and in the following year became general manager. He is an active member of the Boston Fruit and Produce Exchange and of the Chamber of Commerce; is a director in the Traders National Bank, and president of the Simpson Spring Company, of South Easton, Mass. He has also been interested in the teaming business since 1874, being a partner in the firm of M. D. Cressy & Co., which owns about fifty teams. Mr. Preston is a member of the order of Odd Fellows, and is a Freemason of the thirty-second degree and a prominent Knight Templar. For two years he was secretary of the Boston Marketmen's Republican Club, one of the vigorous political organizations of the city. In 1869 he married Miss Fanny Gutterson, of Brookline. They have one child living, — a daughter. Mr. Preston resides in a beautiful home in Brookline.



ANDREW W. PRESTON.

IN finance, as well as in politics, law and mercantile affairs, the young men of Massachusetts have achieved distinguished triumphs. The changes that have taken place during the last decade or two in business methods, the consolidation of vast financial and commercial interests, and the rapid development of the banking business in so many new directions, have brought into prominence men who have not only made enormous fortunes out of changing conditions, but have wielded a powerful influence in the financial, and consequently in the entire commercial, world. Such a man is Frederick Henry Prince. He is one of an illustrious family, which as long ago as 1584 was prominent in England, living at that time in Shrewsbury upon their estate, known as "Abbey Foregate," John Prince being then rector of East Sheffield. In 1633 his son, Elder John Prince, came to this country and settled in Hull, Mass. His grandson, Thomas Prince, graduated from Harvard College in 1707, and in 1717 was ordained co-pastor with Dr. Sewell of the Old South Church, in Boston. Mr. Prince's great-grandfather, James Prince, well known in his day and generation as a prominent merchant, was appointed by President Jefferson as naval officer of the port of Boston, and afterward as United States marshal for the district of Massachusetts. Mr. Prince is the son of Frederick Octavius and Helen (Henry) Prince, and was born in Winchester, Mass., Nov. 30, 1860, the year in which several other men who have attained distinction in Massachusetts were born. His father is a distinguished ex-mayor of Boston, and for many years was secretary of the National Democratic Committee. Mr. F. H. Prince received his early education in public and private schools, and entered Harvard College in 1878, but left in 1880 to go into business. In 1885 he established the firm of F. H. Prince & Co., and his career has been one of uninterrupted prosperity. Mr. Prince is vice-president of the New York & New England Railroad Company, a director of the Chicago Junction Railways and Union Stock Yards Company, and a director in many other railroads and large corporations. Mr. Prince has been concerned in some of the heaviest financial undertakings in the country. In connection with Chicago and the World's Fair, it may be of interest to know that in 1889 he entered into negotiations with Mr. Nathaniel Thayer, of Boston, and the Vanderbilts, for the purchase of the Chicago stock-yards, and formed the syndicate of London and Boston bankers that paid $23,000,000 for the property. The present plan of uniting the Philadelphia & Reading, the Boston & Maine and the New York & New England systems under one management, thereby forming the largest corporation in the world, was the work of Mr. Prince, and this he accomplished in spite of strong opposition from rival corporations. Mr. Prince is a member of the leading clubs in Boston and New York. In 1884 he married Miss Abby Kinsley Norman, a daughter of George H. Norman, of Newport, R. I., and has two children, Frederick and Norman.

FREDERICK H. PRINCE.

FRANCIS HENRY UNDERWOOD was born in Enfield, Mass., Jan. 12, 1825. His early education was obtained in the common school, then at a very low ebb, and occasionally afterwards, for a few months at a time, as the means of his family could afford, in "select" schools, where he began Latin, algebra and geometry. He was ambitious to pursue a collegiate course, which would have been open to him but for conscientious scruples that prevented his pledging himself to the ministry. He did, however, succeed in entering Amherst College in 1843, but in the following year he gave up the struggle and went to Kentucky. There he taught school and read law, and in 1847 was admitted to the bar. His marriage, in 1848, formed another tie binding him to the life in Kentucky; yet his sympathies with New England ideas and culture remained predominant, and at the end of another year he returned to Massachusetts, dissatisfied with the law, and his mind divided between aspirations towards literature and enthusiasm for the cause of freedom. In 1852 he was the clerk of the Massachusetts Senate; but in 1854 he became the "reader" or literary adviser of the Boston publishing house of Phillips, Sampson & Co. To this house he had carried the plan of a new magazine, which, three years later, was realized in the "Atlantic Monthly," of which he became assistant editor, and his friend, James Russell Lowell, editor-in-chief. This was the great literary event of those days. After the dissolution of the firm, in 1859, he was chosen clerk of the Superior Criminal Court, a position which he continued to hold for eleven years. For thirteen years he served as a member of the Boston School Committee, to which experience we are indebted for his two well-known handbooks of English literature (1870–72). In 1872 he received the honorary degree of A. M. from Bowdoin College. In 1878 he delivered a course of lectures upon American literature, at the Peabody Institute, Baltimore, which was repeated in Boston and other cities. In 1885 he was appointed consul to Glasgow, where he was flatteringly received, and achieved great popularity, not only in his official capacity, but also as a man of society and a man of letters. While in Scotland he delivered many lectures upon American literature, and had the honor, unusual for an American, of being created doctor of laws by the University of Glasgow. After being superseded as consul, in 1889, he remained in Glasgow three years, and was married there for a second time. He is now a resident of Boston. He has been a man of untiring industry, and besides the handbooks of English literature, he has written the following: "Cloud Pictures" (imaginative stories); "Lord of Himself," a novel of Kentucky life; "Man Proposes," also a novel; "The True Story of Exodus" (an abridgment of Brugsch's great work); short biographies of Lowell, Longfellow, and Whittier; and a handbook of English history, based on Guest's lectures. His latest publication is "Quabbin: The Story of a Small Town."

FRANCIS H. UNDERWOOD.

THE political destinies and the legislation of Massachusetts for the last few years have been largely in the hands of young men, and in every campaign since 1880 Charles F. Sprague has taken an active and useful part. He is the son of Seth Edward and Harriet Boardman (Lawrence) Sprague, and was born in Boston, June 10, 1857. His grandfather was Peleg Sprague, who served two terms in Congress and one term in the Senate from Maine, whither he had removed to practice law. He was subsequently appointed judge of the District Court of Massachusetts. He was the author of "Sprague's Decisions," a book which is still often quoted as an authority. Mr. Sprague's maternal grandfather was William Lawrence, a brother of Amos and Abbot Lawrence, the latter a minister to the Court of St. James. Mr. Sprague attended school in Boston, and entered Harvard in 1875. After graduation he studied in the Harvard Law School, and later finished his course in the Boston University Law School. He is now a member of the Suffolk bar, and is engaged in the practice of his profession. He has always taken the greatest interest in political matters, casting his vote for President Garfield in 1880. He served on the Republican Ward and City Committee, in 1887 and 1888. In the latter year he was elected to the Boston Common Council, and was re-elected in 1889 by an increased majority. While in the city government, as member of the Committee on Claims, he was instrumental in saving many dollars to the city, voting always on the conservative side and taking the view that a municipal corporation should be managed like a business organization and not like a political machine. In 1890 he was elected from the Tenth Suffolk District to the Massachusetts House of Representatives, and was re-elected the following year. While in the House he served on the committees on bills in the third reading, probate and insolvency and election laws. Mr. Sprague's chief interest lay in the latter committee, which was one of importance by reason of the opposition of disgruntled politicians to the working of the Australian Ballot Law, which has been so effective in promoting the purity of elections in Massachusetts, and he was strenuous in his efforts that as little change as possible should be made until the people had become accustomed to its workings. In his first year in the Legislature he reported from the committee a "Bill to Secure the Publication of Election Expenses," and was instrumental in procuring its passage through the House. Unfortunately, however, it met its death in the Senate, but was the next year passed and enacted, after being materially modified and improved. In the spring of 1892 Mr. Sprague was elected an alternate delegate to the National Republican Convention at Minneapolis from the eighth congressional district. Mr. Sprague was married in November, 1891, to Mary Bryant, daughter of the late George Langdon Pratt, of Brookline, and is now living in Jamaica Plain. He is a member of several social organizations, among others the Athletic and University clubs.

CHARLES F. SPRAGUE.

THE home office of that solid Massachusetts institution, the American Legion of Honor, is located at 200 Huntington Avenue, Boston, and with it is identified the name of Adam Warnock, who has occupied the position of Supreme Secretary for over ten years. Mr. Warnock's ancestors were Scotch Covenanters, and he was born in New York City, Dec. 19, 1846, where he received his education and business training. During the war of the Rebellion he served in the United States Navy, and is at present a member of Post 30, G. A. R., Department of Massachusetts. Early in life Mr. Warnock became connected with fraternal organizations, in which his natural force, strength of character and will power were soon recognized, and he became a leader. He became a member of the American Legion of Honor in Brooklyn, and at the organization of the Grand Council of New York he was elected representative to the Supreme Council, being chosen Supreme Secretary in 1882. In this position his success has been unquestioned. Of untiring industry and with consummate ability he has devoted his time to the society's success. His wise policy has led him to surround the institution with all possible safeguards, while his aggressiveness is on the alert constantly to make use of every opportunity to increase the membership, and keep it in the front rank. During his occupancy of the office of Supreme Secretary, the American Legion of Honor has erected a magnificent building for its headquarters; has accumulated a reserve fund of five hundred thousand dollars, with which to guarantee the payment of certificates, and stands to-day one of the strongest organizations of its kind in the country. Mr. Warnock is conceded to be as well informed in regard to fraternal insurance as any man in the country, and is a forceful and finished speaker. His constructive ability is unsurpassed, and many of the best features of the system have been suggested by him. He has held many positions of trust in other societies, having been for a number of years Representative from the State of New York to the Supreme Lodge, Knights of Honor, President of the Knights of Honor Veteran Association, President of the National Fraternal Congress, and Grand Secretary of the Royal Arcanum, State of New York. He was long a member of Atlas Lodge, F. & A. M., of New York, and is now connected with Columbian Lodge of Boston. He is also a member of Corinthian Royal Arch Chapter and Ivanhoe Commandery, Knights Templar. He is connected with the Odd Fellows, Knights of Pythias, and several similar societies. There are few men in the country whose opinion is weightier than his on all matters pertaining to fraternal organizations. Mr. Warnock takes an interest in the better class of athletic sports, and is a good amateur tennis player and oarsman, being a member of the Union Boat Club and the Boston Athletic Association. Since becoming Supreme Secretary of the American Legion of Honor he has resided in Massachusetts, in a pleasant home in Cambridge. Mr. Warnock was married in 1872, his family consisting of wife and five children.

ADAM WARNOCK.

GEORGE A. CLOUGH, ten times elected architect of the city of Boston, stands in the front rank of his profession in the United States. He was born in Bluehill, Me., on May 27, 1843, being the son of Asa and Louisa (Ray) Clough. Asa Clough was a man of high reputation in Maine as a ship-builder, being notable for having built eighty-three ships during his lifetime. George A. Clough was educated in the Bluehill Academy, and worked with his father when still a youth for four years as a draughtsman in the ship-yards, drawing the sweeps upon the floor and forming the molds for the ship timber. In March, 1863, Mr. Clough came to Boston and began the study of architecture with George Snell, of the firm of Snell & Gregerson, architects. He remained with Mr. Snell until 1869, when he went into business for himself. From the start he was successful, owing to his complete knowledge of his profession, and in May, 1874, he was elected city architect of Boston, being the first man to hold that position. Mr. Clough organized the department, and during his terms of office, which covered a period of ten successive years, many notable public buildings were erected by the city from his plans. Prominent among these is the English High and Latin School building, on Montgomery Street, in which structure he was the first to introduce the German system, which provides for constructing the building around open courts, thus affording ample light and ventilation to all parts of it. Another notable building is the Prince School, on Newbury Street, which fulfils the German plan for smaller school buildings, and which was completed in 1881. The pumping station at the Westborough Insane Hospital, and the Suffolk County Court House in Pemberton Square, Boston, are also on Mr. Clough's plans. In school buildings Mr. Clough especially manifested skill as an architect, and, since 1875, twenty-five or more of these have been built from his plans and under his direction. Mr. Clough designed the Marcella Street Home, the Lyman School for Boys, the Durfee Memorial Building at Fall River, one of the finest school edifices in the world, the Bridge Academy at Dresden, Me., and similar buildings all over New England, as well as in Pennsylvania and New York. Recent buildings of his design are the Fogg Memorial at South Berwick, Me., and Dana Hall at Wellesley. After extended competition Mr. Clough's designs for the Suffolk County Court House were accepted. The building as erected, however, is the result of radical modification made by the commission, and to a considerable degree does not represent Mr. Clough's views as expressed in the original design. He has exerted a marked and beneficial influence upon the school architecture of Massachusetts, the evolution of which during the past few decades has been one of the striking external features of the progress of the Commonwealth. In 1876 Mr. Clough was married, at Thetford, Vt., to Amelia M., daughter of Lyman Hinckley; they have three children living: Charles Henry, Annie Louisa and Pamelia Morrill Clough. Their residence is in Brookline.

GEORGE A. CLOUGH.

THAT a man has displayed exceptional ability in the management of his own business is by no means a certain proof that he will succeed in the management of public affairs. But when to an unusual degree of business sagacity are added invincible integrity and a thorough understanding of public needs, you have the making of a most useful public servant. The intricate problems of municipal government have had in Boston no better master than Charles Varney Whitten, ex-president of the Board of Aldermen. Conscientious attention to detail has been the key to his success in both private and public life. He comes of Quaker stock, having been born in Vassalboro, Me., May 10, 1829, the son of Robert Towne and Dorcas H. Whitten. Mr. Whitten has one brother, Henry C., and his sister, Anna S., now deceased, was once a celebrated soprano singer. The early years of his life were spent in his native town, where he attended the public schools, finishing his studies at Kent's Hill Academy. At the age of eighteen he came to Boston as book-keeper for the firm of Kimball & Fisk, retail clothiers. He remained with this firm nine months, and then associated himself with John Gove & Co., wholesale clothiers. He was with them for a number of years. In 1858 the firm of Whitten, Hopkins & Co. was established, Mr. Whitten becoming the senior partner. In 1862 the firm of Whitten, Burdett & Young was founded and began business in the old Cathedral building. In 1872 the great fire cleaned out the establishment, and the firm took temporary quarters on Chauncy Street. The Beebe block on Winthrop Square having been completed, Whitten, Burdett & Young moved in and took possession, the firm name having since been changed to Burdett, Young & Ingalls, and Mr. Whitten remaining as special partner. He was also special partner in the firm of Simonds, Hatch & Whitten, wholesale dealers in furnishing goods. Mr. Whitten has been a director in the Commonwealth and Mechanics National banks and a trustee in the Home Savings Bank ever since its incorporation. In 1880 Mr. Whitten, at the earnest solicitation of his friends, became a candidate for alderman, was elected and re-elected the two following years. When he again ran for office, in 1884, his victory was a most pronounced one. For two years he was chairman of the board, and was regarded as pre-eminently the business man in that body. His election in 1884 as a Democrat, by over two hundred majority, in a district that gave Mayor Martin over twelve hundred majority, shows the great hold he had upon the people of his district. Mr. Whitten is a member of a large number of societies and clubs, including the Eastern and Hull Yacht clubs. Of the latter he was commodore for several years, and has done much to advance the interest in amateur yachting. He is a prominent fancier and grower of roses, and on his spacious grounds in Dorchester he has raised some of the rarest and most beautiful varieties. He is an active member of the Horticultural Society and of the Massachusetts Charitable Mechanic Association.

CHARLES V. WHITTEN.

IN the hands of a young, wealthy and energetic man was placed the management of the Republican campaign of 1892 in Massachusetts, and the results, considered as a whole, amply justified the State Committee in its choice of Eben Sumner Draper as chairman. He was born in that part of Milford, Mass., which is now Hopedale, June 15, 1858, the youngest son of George and Hannah (Thwing) Draper. His early education was obtained in public and private schools, and at the age of fifteen years he began a course of instruction in mechanical engineering at the Massachusetts Institute of Technology. Graduating from this institution in 1880, he went to work in the draughting department of the manufacturing concerns at Hopedale. The technical and scientific training which he had received was of great value to him in later years, and he soon became a prominent figure in his father's extensive machine shops at Hopedale. He learned thoroughly the practical part of the manufacture of machinery and cotton goods. At the age of twenty-one he was admitted as partner in the firm of George Draper & Sons, consisting of his father and his two brothers, General W. F. and G. A. Draper. He has other business interests, being director in over a dozen manufacturing companies, among them being the Hopedale Machine Company,—manufacturers of the finest cotton machinery in the country,—the Sawyer Spindle Company, the Dutcher-Temple Company, the Hopedale Machine Screw Company, the Globe Yarn Mills, the Continental Mills of Lewiston, and the Glasgow Thread Company. In addition to these corporations, he is a director in several railroad companies. Business interests have not engrossed the whole of Mr. Draper's attention, however, for he has been a diligent student of political problems. He was present at the first meeting of the organizers of the Home Market Club, was chosen on its first board of directors, and is still a member of the board. In politics Mr. Draper is a strong Republican and a stanch advocate of protection, but he has never sought political office, although having served on several important committees, and several times been elected a delegate to conventions. After a spirited contest he was chosen to the office of chairman of the Republican State Central Committee in January, 1892. He is connected with several social organizations, among them the Boston Athletic, the Union and Algonquin clubs. For three years he was a member of the First Corps of Cadets, and is now in the Veteran Corps. Mr. Draper took a prominent and influential part in the long contest which resulted in the establishment of the town of Hopedale, and has a strong hold upon the esteem and gratitude of his fellow-townsmen. In 1883 Mr. Draper was married to Miss Nannie Bristow, daughter of General Bristow, ex-secretary of the treasury. They have two children, and their pleasant home is in Hopedale. In recognition of his management of the Republican campaign of 1892 the leading members of his party in Massachusetts united in giving him a banquet in Boston in December of that year.

EBEN S. DRAPER.

IN Massachusetts politics of recent years it is the young man who has played the most important parts. He has shaped the policy of the party, controlled the management, and filled the offices. Of no young man has the rise been more rapid than of Abraham C. Ratshesky, the brilliant secretary of the Republican State Central Committee. He was born in Boston, Nov. 6, 1864, the son of Asher and Bertha Ratshesky. He attended the public schools, and graduated with high honors from the Rice Training School, as number one in his class, and won the medal offered in competition for scholars of any grammar school in the United States for the best essay on the battle of Lexington. He then entered the Boston Latin School, and pursued his studies there until going into business with his father and brother. The firm of A. Ratshesky & Sons was succeeded in 1891, upon the death of his father, by I. & A. C. Ratshesky, who now carry on one of the largest wholesale and retail clothing establishments in the city, in the magnificent building erected by them on the corner of Blackstone, Hanover and North Centre streets. Mr. Ratshesky has charge of large estates, and occupies many positions of trust in the financial world, being treasurer in no less than ten institutions, and president and director in as many more. In the political field he has been singularly successful, his career having begun in 1889, when he was elected to the Boston Common Council from Ward 18, and served in that body for three successive terms. In 1892 he was the Republican leader in the Council, and made a most creditable record as an able and honest legislator, being always in the front rank of the best speakers on all important questions. He has served on every one of the important committees of the City Government. He was elected to the Republican State Committee for 1891 and 1892, and was unanimously chosen secretary of the committee for 1892, the choice being regarded as a most fortunate one. He was re-elected to the committee for 1893. In 1891 he was a delegate to the National Republican Convention of Republican League Clubs, held in Cincinnati, and in 1892 was a delegate to the National Republican Convention in Minneapolis, being secretary of the Massachusetts delegation, and one of President Harrison's warmest supporters. In 1892 he was unanimously nominated for senator by the Republican party in the Seventh Suffolk District, and although the district is one of the Democratic strongholds of the State, and was represented by a Democrat whose plurality was over twelve hundred, Mr. Ratshesky overcame this immense vote, and was elected by about five hundred plurality — a striking proof of his popularity. Mr. Ratshesky was one of the organizers of the Republican Club of Massachusetts, is a member of the Home Market Club, the Boston Marketmen's Republican Club, the Mercantile Library Association, Past Noble Grand of Montezuma Lodge, I. O. O. F., Past Chief Patriarch of Buckingham Encampment, I. O. O. F., and a member of many leading social clubs of the city.

ABRAHAM C. RATSHESKY.

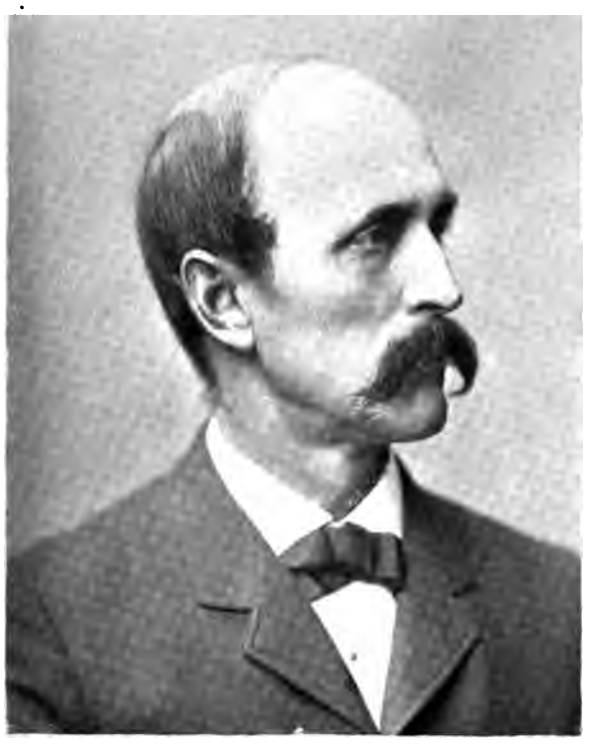
REV. JOSHUA P. BODFISH was born in Falmouth, Mass., March 29, 1839. His ancestors were among the first settlers on Cape Cod, and were largely engaged in shipbuilding, an industry that was extensively carried on in that section of Massachusetts in the early days. One of his ancestors, Robert Bodfish, was one of five who purchased from the Indians all the land now embraced within the limits of the town of Sandwich. Another, William Bodfish, represented Sandwich in the General Court for nine years, and took an active part in the exciting events immediately preceding the Revolution. Father Bodfish was raised in the Orthodox church, but when the matter of studying for the ministry was seriously entered upon, he became dissatisfied with what he terms "the inconsistencies of Calvinism," and, therefore abandoning the creed of his fathers, studied and took orders in the Episcopal church, officiating for some time as assistant minister at All Saints' Church, Philadelphia. While here, from a study of the works of the late Cardinal Newman and others, he became satisfied that the orders of the Anglican church were not valid, and the result of this study was that he turned to the Catholic church. He was baptized a Catholic by Bishop Domenec, of Pittsburg, Penn., in 1863, pursued his initial theological studies with the Lazarist Fathers at the Seminary of Our Lady of the Angels, Niagara, and when that institution was destroyed by fire he went to Seton Hall, New Jersey, where he finished his preliminary course. He then joined the late Father Hecker's Paulist community in New York, and was ordained priest Nov. 30, 1866. Father Bodfish remained with the Paulists for ten years, engaged in missionary work, lecturing and preaching throughout the country. While with this energetic band of missionaries he organized and built up the Young Men's Catholic Society, connected with the church of the community in New York, which became a large and devoted band of earnest young men. Coming to Boston in 1876, he was stationed at the cathedral, where he occupied for some years the positions of chancellor of the archdiocese and secretary to Archbishop Williams. Later he became rector of the cathedral, and in 1888 he was appointed to the pastoral charge of St. John's Church, Canton, Mass., over which parish he still presides, having renovated and beautified the church and improved the church property by the erection of a fine residence. In November, 1891, he observed the twenty-fifth anniversary of his ordination to the priesthood. Father Bodfish is of dignified and commanding presence, a brilliant lecturer and controversalist, a man of decided intellectual and social tastes, and an enthusiastic son of New England. He was one of the founders of the Antiquarian Society, afterwards incorporated as the Bostonian Society, and a director in it for many years. He is also a director in the Bunker Hill Monument Association, a member of the New England Historic Genealogical Society, and of the Thursday Evening and St. Botolph clubs.

JOSHUA P. BODFISH.

CHARLES ENDICOTT, tax commissioner of the Commonwealth of Massachusetts and also commissioner of corporations, has been in public life for nearly fifty years, with only short interruptions. He was born in Canton, Norfolk County, Mass., Oct. 28, 1822, being the son of Elijah and Cynthia (Childs) Endicott. His early educational advantages were only those which could be obtained in the public schools of Canton, and he was from the first trained to a life of practical endeavor, being required to work on his father's farm and at boot making in his early days. In 1846, when only twenty-four years of age, he was called upon to begin what has proved to be a unique career in the service of his fellow-citizens, being appointed deputy sheriff of Norfolk County, an office, which in those days carried with it much local distinction. In the early fifties he took up the study of the law, entering the office of the late Ellis Ames, of Canton, and in 1857 he was admitted to the bar to practise as an attorney and counsellor-at-law. The citizens of Canton early recognized the worth of Mr. Endicott, and he was from time to time called upon to fill nearly all the offices of local trust. He was a county commissioner for a period of six years, and was also commissioner of insolvency, being first appointed by the governor and subsequently elected by the people; was a representative in the General Court in 1851, 1857 and 1858; was sent to the State Senate in 1866 and 1867; was a member of the executive council in 1868 and 1869; was State auditor in the years 1870, 1871, 1872, 1873, 1874 and 1875, and was elected treasurer of the Commonwealth in 1876, 1877, 1878, 1879 and 1880, a rare political compliment. He held the office of State treasurer as long as any man is permitted to hold it under the Constitution. In 1881 he was made deputy tax commissioner, and later commissioner, and also commissioner of corporations, offices of much responsibility and labor. In financial and corporate circles Mr. Endicott is looked upon as a high authority, and the annual reports of his departments form valuable additions to the statistics of the State. He is a director in the Norfolk Mutual Fire Insurance Company, a director in the Neponset National Bank, and was for forty years a trustee of the Canton Institution for Savings, of which institution he is now president. Mr. Endicott has been twice married, his first wife being Miriam Webb, whom he married in Canton, Sept. 30, 1845. Of this marriage there was one child: Charles W. Endicott. His second wife was Augusta G. Dinsmore, and the wedding was in Charlestown, N. H., Oct. 2, 1848. Two children were born of this marriage: Edward D. and Cynthia A. (Endicott) Field, wife of R. M. Field. Having been for so many years in the offices of State auditor, treasurer and tax commissioner, Mr. Endicott is probably as well versed as any other man in Massachusetts on all matters relating to the finances of the State. Mr. Endicott resides in Canton, where his early successes were made and his career as a public servant commenced.

CHARLES ENDICOTT.

THE "Puritan," "Mayflower" and "Volunteer" are household words. The man who wrested yachting laurels from all comers and placed them on Columbia's brow belongs to Massachusetts. Charles Jackson Paine, yachtsman, was born in Boston, Mass., on Aug. 26, 1833. He is a great-grandson of Robert Treat Paine, signer of the Declaration of Independence. Charles Jackson Paine was graduated from Harvard in the class of 1853, among his classmates being Charles W. Eliot, Robert S. Rantoul and Justin Winsor. Subsequently he studied law with Rufus Choate and was admitted to the bar, but has not practised since the war. He married the daughter of John Bryant, Jr., and by inheritance and successful ventures in railroad enterprises became in early life the possessor of a large fortune. On Oct. 8, 1861, he entered the Union Army as captain in the Twenty-second Massachusetts Infantry, and served with it until Jan. 14, 1862, when he was promoted to major of the Thirtieth Massachusetts Regiment. On Oct. 2, 1862, he was commissioned as colonel of the Second Louisiana Regiment, and served with it until March 4, 1864, when he resigned. He commanded a brigade during the siege of Port Hudson in the summer of 1863. In March, 1864, he joined General Butler in Virginia, and in the following month took part in the battle of Drury's Bluff. On July 4, 1864, he was appointed brigadier-general of volunteers, and led a division of colored troops in the attack of New Market, Va., Sept. 29, 1864. He participated in the capture of Fort Fisher in January, 1865. Subsequently he served under General Sherman in North Carolina, and after the surrender of Lee commanded the district of Newbern. He was brevetted major-general of volunteers for his services at Fort Fisher, and on Jan. 15, 1866, was mustered out of the service. General Paine from earliest boyhood took an ardent interest in yachting, and became a master of yacht designing and sailing. In 1877 he purchased the "Halcyon," and so improved her that she became one of the fastest sailing craft of her kind, ranking with the "Grayling" and "Montauk." In 1885 General Paine formed the syndicate that built the "Puritan," and also served at the head of the committee which had charge of her during the races of the year. Later he became sole owner of the "Puritan," but soon after sold her to Commodore Forbes. In 1886 he built the "Mayflower," which defeated the "Galatea," and, in 1887, the "Volunteer," which successfully defended the America's cup against the "Thistle." The "Puritan," "Mayflower" and "Volunteer" were all designed by Edward Burgess, but that gentleman during his lifetime frequently testified to the generous and helpful part which General Paine took in their construction. In February, 1888, the New York Yacht Club, of which General Paine is a member, in recognition of his triple successful defence of the America's cup, presented him a silver cup commemorating his victories. General Paine lives in Boston, and has a summer residence at Weston, Mass.



CHARLES J. PAINE.

IN the development and use of the great inventions which have especially marked the world's progress during the nineteenth century, — the steamboat, the railroad, the telegraph and the telephone, — America has taken the lead. Unknown less than twenty years ago, the telephone has already brought about such radical changes in commercial methods and social life that it easily takes equal rank with its three predecessors. To-day no place in the United States of more than five thousand inhabitants is without its telephone exchange, and every year a quarter of a million exchange subscribers carry on more than five hundred million conversations. These exchanges are so knit together by connecting lines that towns and cities very widely separated talk together with ease. Indeed, all the great cities of the United States north of Washington and east of Chicago intercommunicate readily by telephone, the opening of the line from New York to Chicago, on the eighteenth day of October, 1892, marking an event in the development of long-distance lines. This work is wholly carried on by companies licensed by the American Bell Telephone Company, and using its instruments. In this achievement Massachusetts may well take a peculiar pride. The telephone was invented by one of her citizens, and its usefulness has been developed and its business built up by Massachusetts men. Prominent in the councils of the company from the beginning has been its present president, John E. Hudson. Mr. Hudson was born in Lynn, Essex County, Aug. 3, 1839, the son of John and Elizabeth C. (Hilliard) Hudson. He was educated at the common schools of that city, and after graduating from the High School he prepared himself for college. He was admitted to Harvard in 1858, and was graduated in the class of 1862, valedictorian *summa cum laude*. From 1862 to 1865 he remained in the university as tutor in Greek, Latin and ancient history, and, while attending to these duties, took the regular course of the Law School. He finished his studies in the office of Messrs. Chandler, Shattuck & Thayer, at old No. 4 Court Street, Boston, and in the fall of 1866 was admitted to the Massachusetts bar. In February, 1870, upon the retirement of Mr. Shattuck, he became a member of the firm (Chandler, Thayer & Hudson until 1874, and afterwards Chandler, Ware & Hudson), and so remained until 1878, when the firm was dissolved, and he returned to his own practice. In 1879, with George Fred Williams, he edited Vol. 10 of the United States Digest, introducing a substantially complete change in the classification adopted in that work. In 1880, on the formation of the American Bell Telephone Company, Mr. Hudson became general counsel of the company and gradually withdrew from other practice. In 1885, upon certain changes in the executive offices, he took up the duties of the general manager, to which were added in 1887 those of the vice-presidency. In 1889 he was made president. Mr. Hudson is also president of the American Telephone and Telegraph Company — the Long Distance Company.

JOHN E. HUDSON.

A SUCCESSFUL merchant and business man, Mr. George L. Stevens has acquired an enviable and honorable position in Boston circles, whether in the lines of manufacturing and trade or in a social way. He is the president of the Warren Soap Manufacturing Company, the largest manufacturers of textile soaps, wool scourers and chemicals in America, a position which he fills with great energy and ability. Possessed of great personal magnetism, he forcibly illustrates in his personality the power of self-control and of convincing argument in whatever he seeks to accomplish, and has therefore been successful in a high degree. Magnanimous, just and generous to a fault, he wins friendship in every sphere of action, and commands a healthful influence wherever he is known. Though he holds membership in several important clubs, social and otherwise, he rarely avails himself of their privileges, preferring as a rule the quiet of the home circle after the active and arduous duties of the day are closed. Mr. Stevens was born in the State of Maine forty years ago. On account of a complication of adverse circumstances, after receiving his education, he began his business life with very little aid from any one. Concerning his early life, Mr. Stevens says: "I knew it would be a hard struggle, but I determined like Richelieu that there should be no such word as fail." His ancestry was of the best old Puritan stock that, according to the old family genealogy, came to this country from England between the years 1620 and 1700. One of these, his maternal ancestor, was John Coolidge, who came from Cambridgeshire and settled in Watertown in 1630. The subject of this short biographical sketch is the seventh generation in descent from Colonel John Phipps, a nephew of the famous Sir William Phipps, who was governor of New England in 1690, and whose life was written by his personal friend, Cotton Mather, in his celebrated "Magnalia." From his revered mother Mr. Stevens early imbibed the pride of birth, and a spirit of patriotism and love of country, having heard from her lips thrilling accounts of the perils which his ancestors — one of whom was in the French and Indian wars, and another, his great-grandfather, an officer in the Revolutionary War for seven years — had undergone in their heroic efforts to lay the foundations of our government. Possessed of the strictest commercial integrity, Mr. Stevens's motto through life has been, "Pay every man what thou owest," and the high standing of the company, of which he is the head and chief factor, is a monument to his judgment, untiring energy and industry in its building up. The works of the Warren Soap Manufacturing Company are in Watertown, Mass., the headquarters are in Boston, and there is a branch office in Philadelphia. The Boston office of the company is on Federal Street. Mr. Stevens is a member of Columbian Lodge Free and Accepted Masons, St. Paul's Royal Arch Chapter, Boston Commandery, Knights Templar, Boston Council of Royal and Select Masters, and of Massachusetts Consistory. He resides on Alaska Street, Boston Highlands.

GEORGE L. STEVENS.

AMONG the most successful of the younger generation of newspaper men in Massachusetts stands Fred Erwin Whiting, who is at present clerk of the corporation of the Boston Herald Company, and assistant business manager of that journal. He is also a director in the company, and one of three executors of the will of the late Mr. Pulsifer. He is the son of George Frederick and Harriet Louisa (Learned) Whiting, and was born in Brookline, Norfolk County, Dec. 21, 1857. He traces his Americanism back to 1643. His early educational training was received in private schools and the Cambridge High School. He was fitted for college matriculation in the latter school, entered Harvard College, and was graduated in the class of 1880. After leaving college Mr. Whiting was one year with the Boston Knob Company, of which his father was president. He then cast his lot with the Boston Herald, acting as private secretary to Mr. R. M. Pulsifer, its manager. This position carried with it grave responsibility, as during the absence abroad of Mr. Pulsifer, the young secretary's attention was called to the many outside interests of his employer. He displayed such marked executive ability that in March, 1888, he was admitted as partner in the firm that owned and published the Herald. It was in May of the same year, when the entire Herald property was turned over to the present Boston Herald Company, that, in the adjustment of matters, Mr. Whiting assumed his present positions. He became treasurer of the Cambridge Democratic ward and city committee in 1879, and acted in that capacity for three years. He is director and treasurer of the Hotel and Railroad News Company, treasurer of the Hotel Pemberton Company, and of the Tuxpan Oil Company. He is a life member of the Young Men's Christian Union, and a member of the Masonic order. Mr. Whiting was married in Cambridge Oct. 10, 1883, to Amy Estelle, daughter of Thomas T. and Clara Ophelia (Rolfe) Ferguson. Mrs. Whiting is a lineal descendant of Captain John Rolfe, who married Pocahontas, the famous Indian maid of Virginia. Mr. and Mrs. Whiting have two children. The family residence is at Auburndale. Mr. Whiting is a young man of broad grasp in business methods. He is essentially modern in his ideas, and is a man of his day and generation. He possesses that executive ability which is a natural gift, and an invaluable one to men engaged in the turmoil of business life. He has crowded into a few years a wide experience of men and matters, covering a broad field of activities. To his restless energy and business vim the Herald owes much of its present prosperity, and the reputation of being a live newspaper, with live men in charge of its destiny. Many of its brightest ideas and its most successful features have originated in Mr. Whiting's active mind, and he is ever on the alert for opportunities to extend the already widespread influence of the Herald, which for many years has ranked among the foremost journals of the country. The success of Mr. Whiting is well worthy the study and emulation of all ambitious boys of Massachusetts.

FRED E. WHITING.

BENJAMIN JOHNSON, manager of the *New England Grocer*, is a pioneer in trade journalism in the United States; and as the *New England Grocer* is the representative of the highest order of an independent trade journal, so is Mr. Johnson a representative journalist. Mr. Johnson was publishing a paper in South Reading, Mass., now Wakefield, at the beginning of the war. In 1862 he joined the navy and served under Commodore Foote and was present at the taking of Island No. 10 in the Mississippi. He also served under Admirals Davis, Walker, Porter and Winslow. He was on board the gunboat Baron de Kalb, when it was blown up under the confederate fort on the Yazoo River in the rear of Vicksburg. Mr. Johnson's experience also includes eight years' service in the Boston post-office. Founded at a time when trade journalism was in its infancy, the *New England Grocer* has grown until it is now the largest and most influential grocery journal in the United States. Its policy has always been a thoroughly independent one, guided by principle and right.

BENJAMIN JOHNSON.

The *New England Grocer* commenced its successful career more than fifteen years ago. June 6, 1877, was the date of the initial number, when it was founded by its present manager, Mr. Johnson. At that time it was a new venture, and the trade was slow to appreciate the value of having a paper entirely given up to its interests. In those days the value of advertising to their customers was not appreciated by merchants as it is to-day, when the trade journal exercises a potent influence for good in the special field which it occupies. Not timorously, but with becoming modesty, the *New England Grocer* started. Its first number had a total of but twelve pages, but by an intelligent, independent course, and by an earnest devotion to the best interests of its constituency it gained the confidence of the trade. Thus it grew, and the business pressure upon its columns necessitated constant additions to its pages, until at the present time its regular weekly issue never falls below sixty pages, but runs at seventy-two pages a large part of the time; and it sometimes reaches a hundred. Its circulation and influence have fully kept pace with its mechanical expansion, until now it reaches each week practically the entire trade in every section of the country, penetrating the remotest hamlets of New England. It was with the *New England Grocer* that the idea of forming a grocers' association originated, and to-day flourishing organizations exist in nearly every important city in the United States. Mr. Johnson is amply qualified for the work to which he devotes his life. He has a thoroughly practical knowledge of the business in all its branches, and is active, energetic, enterprising and progressive. In October, 1890, a stock company, under the title of the New England Retail Grocers' Publishing Company was formed, the idea being to extend the influence and usefulness of the paper. Of the present prosperous corporation Mr. Johnson was appointed the general manager, a position which he holds at the present time.

SAMUEL ROADS, JR., was born in Marblehead, Mass., Oct. 22, 1853. He is the eldest son of Samuel and Emma L. (Woodfin) Roads, and is the sixth of the name in direct descent from one of the earliest settlers of that town. His family traces its lineage back to several of the most prominent families of New England, Dr. Elisha Story, an eminent physician and surgeon in the Continental Army during the War of the Revolution, being one of his ancestors. Captain John Harris, who commanded the ship in which one of the first emissaries of the Continental Congress was conveyed to France during the Revolution, and who subsequently lost his life in the patriot cause, was another. Major John Ruddock, a prominent ship-builder, selectman of Boston, and a conspicuous character during the colonial era, is included in the list, as are also the Ornes, the Roundys and Woodfins of Marblehead, families well-known among the sturdy yeomanry of that historic old town. Mr. Roads received his early education in the public schools. He early developed a literary talent and a taste for journalism, in which latter profession he has become widely known. Before coming of age he demonstrated his ability in this line of work in the conduct of a local paper published in his native town. He soon formed connections with the Boston *Post*, Boston *Globe*, and other metropolitan papers, and has since been engaged in this and other literary work. Mr. Roads is the author of the interesting and widely read "History and Traditions of Marblehead," a work published by Houghton, Osgood & Co., in 1880, which has been aptly termed by reviewers "a model history of an American town." His first public office was as a member of the Board of Trustees of Abbot Public Library of Marblehead, to which he was elected in 1883. In November of that year he was elected a member of the House of Representatives, and served by continuous re-elections during the sessions of 1884, 1885 and 1886. In 1887 and 1888 he was a member of the State Senate, representing the second Essex district, comprising the city of Salem and the towns of Marblehead and Beverly. The district has a large Republican majority, but Mr. Roads, though a Democrat in politics, was twice elected by phenomenal majorities. In 1888 he received the honor of a unanimous nomination for representative in Congress by the Democrats of the seventh congressional district, and though defeated at the polls after a most spirited contest. demonstrated his popularity as a candidate by receiving nearly one thousand votes ahead of his party ticket. Mr. Roads has shown marked ability in the public positions to which he has been called, and while in the Legislature was recognized as one of the leading members of his party. He commanded respect and won merited encomiums for his strength and force as a debater, and the tact and talent exhibited in the management of the many important measures in which he took a lively interest. In 1891 he was appointed private secretary to the governor, a position which he still holds.

SAMUEL ROADS, JR.

THE oldest newspaper editor in New England, and perhaps in America to-day, is Patrick Donahoe, owner of the Boston *Pilot*. His life has been a long series of successes and reverses, of struggles and victories, until to-day he stands at the head of the most influential, among the distinctively Catholic, newspapers of the United States, and is the most respected and widely known among the Irish American newspaper men of this Republic. Thoroughly, though not obtrusively Irish and Catholic in his opinions, he enjoys the goodwill and esteem of his fellow-citizens and countrymen without distinction of creed, and is looked upon as one of the best and truest types of his race and religion. Mr. Donahoe is seventy-seven years old, having been born in Mummery, parish of Kilmore, County Cavan, Ireland, March 17, 1815. When a lad he came to Boston, and learned the type-setting business in the office of the *Columbian Centinel*. Soon after he took charge, in conjunction with Mr. Devereaux, of a paper called the *Jesuit*, which had been published for a short time by Bishop Fenwick, and changed its name to the *Literary and Catholic Sentinel*. Later on, in 1836, Messrs. Donahoe and Devereaux established the *Pilot*, which after more than half a century of existence, is still the great exponent of Catholic doctrines in New England. By Mr. Donahoe's exertions the *Pilot* was made an extraordinary success, and so it remained up to the disastrous fire of 1872, when Mr. Donahoe's splendid building and printing materials were destroyed a second time, resulting in a loss to him of $300,000. Soon after he was burned out a third time. The panic followed, and the friends who had loaned him money were compelled, reluctantly, to withdraw their assistance from him. But with sublime faith in the goodness of Providence, he placed his property at the disposal of his creditors, although it had so depreciated in value that it did not realize anything near its proper value. Archbishop Williams and John Boyle O'Reilly, however, purchased the entire plant of the *Pilot*, between them, and Mr. Donahoe's creditors were paid off in yearly instalments. The national fame of the *Pilot* was maintained, and its circulation increased, under the editorship of the lamented O'Reilly, until, on his death, it once more passed into the hands of the man who had founded it, and is to-day conducted by him with all the fire and enthusiasm of his youth. Fifty years ago Mr. Donahoe established a foreign exchange and passenger agency which he still conducts, and in 1878 founded "Donahoe's Monthly Magazine," which has attained wide circulation and popularity. It has recently passed into other hands. Mr. Donahoe was twice married; first in 1836, and again in 1853. One son, Mr. Chrysostom P. Donahoe, survives, of the first marriage, while of the three sons and a daughter, the offspring of the second marriage, perhaps the best known is Mr. J. Frank Donahoe, organist of the Cathedral of the Holy Cross, a prime favorite in Boston's musical circles.

PATRICK DONAHOE.

REV. DENNIS O'CALLAGHAN, pastor of St. Augustine's Church, South Boston, Mass., is one of the most able and eloquent priests in New England, while he has as well that cordiality of manner that wins the love of his own people and the respect of all. Father O'Callaghan was born in Ireland about fifty-three years ago, but when he was very young his parents emigrated to this country and settled in Salem, Mass., where the subject of this sketch received his early education. Later he entered St. Charles College, near Baltimore, Maryland, and from thence went to St. Mary's Seminary, Mt. St. Mary's, Maryland, where he completed his theological studies, being ordained priest by the late Archbishop Bayley, of Baltimore, June 29, 1865. Coming immediately to Boston, Father O'Callaghan served for two years as assistant priest of SS. Peter and Paul's Church, South Boston, at the end of which time the Catholic population had grown to such proportions as to demand the formation of another parish in that district. Therefore to Father O'Callaghan was committed the task of organizing and caring for the new parish, and he entered upon the work Aug. 22, 1868. The only place of worship available for the new congregation was the little mortuary chapel of St. Augustine, which, for the second time in its history, had to serve the purposes of a parish until such time as more suitable accommodation was provided. Father O'Callaghan has that happy faculty of winning the hearty co-operation of his people, because he believes in them and they in him, and it was not long before pastor and people set to work unitedly and enthusiastically to provide themselves with a parish church and property in every way creditable to them. This united work crystallized in the purchase of the land on Dorchester Street, and the erection thereon of the magnificent church, costing over two hundred and fifty thousand dollars, and which is one of the most attractive and beautiful in the State, constructed of brick, with granite trimmings, and of the Gothic order of architecture. This beautiful church was dedicated Aug. 30, 1874, and two years later, being entirely out of debt, it entered the list of the very few consecrated churches in the city of Boston. In addition to this church, through the labors of Father O'Callaghan, the parish enjoys a beautiful parochial residence, and a splendid parish hall, the latter built in 1888, at a cost of thirty-five thousand dollars. The indefatigable pastor is now engaged in the erection of a schoo' building, which will be one of the finest in the State, and will cost upwards of one hundred thousand. As a preacher, Father O'Callaghan's fame extends far beyond the limits of the Boston archdiocese, and he is in eager demand when the pressure of his parish duties admit of his appearance outside his parish pulpit. A zealous priest, a broad-minded, cultured gentleman, and a public-spirited citizen, he is respected by all classes of people in South Boston, among whom he has lived and labored with such distinguished success for more than a quarter of a century.

DENNIS O'CALLAGHAN.

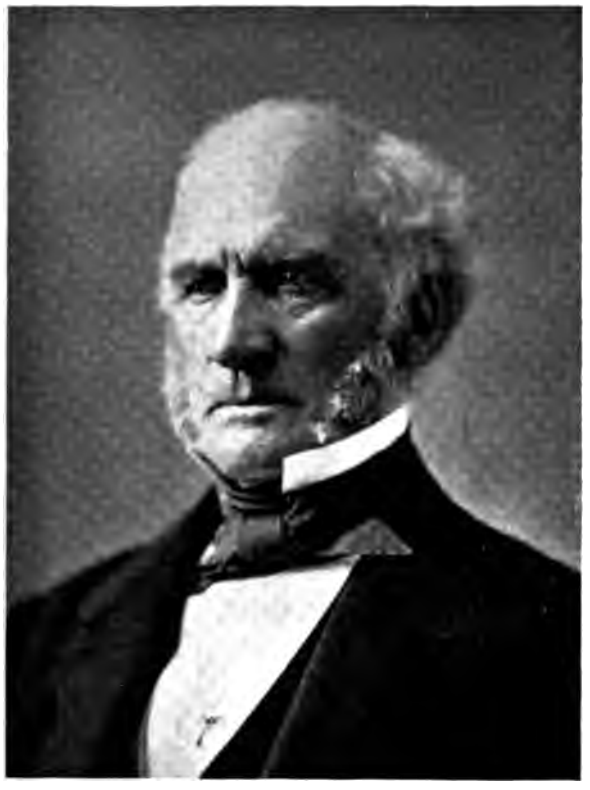
J. EDWARD ADDICKS, president of the Boston Gas Light Company, was born in Philadelphia, Nov. 21, 1841, son of John E. C. O'S. and Margretta McLeod (Turner) Addicks. He is a lineal descendant of Donal O'Sullivan Beare, of Dunboy Castle, County York, Ireland. O'Sullivan was chief of Beare and Bantry, and leader of the Munster forces in the religious war against Elizabeth. He died, Earl of Bearhaven, in 1604, at the age of fifty-seven, in Spain. Mr. Addicks is the grandson of Barbara O'Sullivan, who married John Edward Charles Addicks, German consul to Philadelphia. She was the friend of John Marshall and Daniel Webster, and wrote, among other works, a series of essays on "Education, treated as a Natural Science," the first of which was read at the Franklin Institute, Philadelphia, in January, 1831. Her father was Major Thomas Herbert O'Sullivan Beare, of Bearhaven, Ireland. Of the same blood was Owen Sullivan, born in Limerick, in 1692, and father of Major-General John and Governor James Sullivan, of Revolutionary fame. Mr. Addicks's name, which he uses only among his books, is John Edward Charles O'Sullivan Addicks. He wears the ancient family ring, cut with the arms of O'Sullivan Beare. His great-great-grandmother on his mother's side was Lady Arabella Galbraith, of Scotland, who incurred her father's displeasure by marrying a plain gentleman, a Mr. McNeilus. They came to this country and settled in Philadelphia. In 1864 Mr. Addicks married Laura Wattson, eldest daughter of Washington and Mary Elizabeth Butcher, of Philadelphia. By her he had one daughter, Florence. Three years after his wife's death he married Rosalie, second daughter of the same parents. Mr. Addicks was educated in the public schools of Philadelphia, entering the high school number one, and graduating when fifteen years of age. Until he was nineteen years old he was in a wholesale dry goods house, when he entered the flour business of Levi Knowles, and was made a partner on attaining his majority. The energy which subsequently characterized him brought him great success, making him the foremost man in his line in Philadelphia, when, three years later, he commenced business alone. He was largely instrumental in introducing the spring wheat flours of the Minnesota region to the Eastern seaboard. Mr. Addicks afterward became prominent in real estate operations in Philadelphia. Early in 1877 he removed his residence to Claymont, Del., a suburb of Philadelphia, of which place he has since been a citizen. Shortly thereafter his attention was called to the use of water gas for illumination, then an infant industry. In connection with this industry Mr. Addicks has become widely known throughout the United States, and has been closely identified with its progress. He built gas works in Jersey City, also for the Consumers' Gas Company, of Chicago, the latter leading to the formation of the well known Chicago Gas Trust. In 1884 the Bay State Gas Company of Boston was organized, Mr. Addicks being its originator and the first to establish water gas works in that city.

J. EDWARD ADDICKS.

HENRY MELVILLE WHITNEY is the president of the West End Street Railway Company of Boston — a system more comprehensive than any other street railway system in the world. He was born in the small town of Conway, Franklin County, Mass., Oct. 22, 1839. At that time his father, General James S. Whitney, kept an old-fashioned store. General Whitney was a Democrat of the Jacksonian school, and the idol of his community. His vote when in the Legislature decided the election of Charles Sumner to the United States Senate; subsequently, from 1854 to 1860, he was superintendent of the United States Armory at Springfield, and was then appointed collector of the port of Boston. His death occurred Oct. 24, 1878. Young Whitney's home was made happy and charming by the presence of a good mother, Laurinda (Collins) Whitney, who is still living. He acquired the rudiments of his education in the public schools which he completed with a course of study at Williston Seminary, at Easthampton. Shortly after the removal of his father from Springfield he returned to Conway as clerk in the Conway Bank, which position he held for three years. In 1860 his parents removed to Boston, where General Whitney became identified with important enterprises; notably the Boston Water Power Company and the Metropolitan Steamship Company. The son in the meantime had passed two years in the Bank of Redemption, some time as a clerk in the Naval Agent's office, and afterwards was engaged in the shipping business in New York. In 1866 he became Boston agent of the Metropolitan Steamship Company, and in 1870, after he had obtained possession of the stock which had depreciated in value, he became president, a position which he still holds. From that time Mr. Whitney has been regarded as a keen and far-seeing business man. In 1886 Mr. Whitney quietly purchased large tracts of land along the line of Beacon Street, Brookline. He invested nearly a million himself and formed a syndicate, which has resulted in the building of one of the most beautiful suburban boulevards in the country. The scheme was financially very successful. Mr. Whitney was next instrumental in building the railway connecting Boston and Brookline, which was called the West End Street Railway. His next great achievement was the consolidating of this system with all the street railways centering in Boston, forming a splendid system, of which he is the efficient head. His study of the electric systems for street cars, and the adoption of the trolley system in Boston, with the result of the appreciation of suburban property one hundred per cent, are matters of record. Mr. Whitney is also president of the Neverslip Horse Shoe and Hancock Inspirator companies, trustee of the West End Land Company, and chairman of the Board of Park Commissioners of Brookline. Mr. Whitney owns a magnificent place on Jerusalem Road, Cohasset, but makes Brookline his home. In this town he met Miss Margaret Foster Green, whom he married in 1878. This union was blessed with a son and four daughters.

HENRY M. WHITNEY.

THE colossal express business of the United States had its birthplace in Massachusetts, and was developed by the genius of Alvin Adams. Mr. Adams was born in Andover, Vt., June 16, 1804, where he lived until his parents died, when he was eight years of age. He was then cared for by an elder brother, a farmer, until sixteen years old, when he obtained permission to seek his own living. He went to Woodstock, at that time a great centre of travel by stages, where he remained about four years, and then came to Boston. He engaged in business ventures with varying success until, in 1840, he started the express business that has since borne his name. There was another in the field, and friends advised the venturesome Adams that he would surely fail in his scheme, for there could not be sufficient business between Boston and New York for two lines; but he foresaw the great possibilities in the enterprise and devoted all his energy to increase them. Previous to the existence of express companies, those who had occasion to send packages or valuables to other places entrusted them to the care of acquaintances or friends, whom they burdened with the responsibility of delivery. It was a daily sight at the stations to see would-be senders searching for passengers willing to accommodate them by taking charge of their parcels. Mr. Adams appreciated the absurdity of this old-fashioned system and set resolutely to work to reform it. He seized his opportunity and, starting with limited patronage, gradually won the confidence of the people and concentrated in himself the business of forwarding for all. The first express to New York left Boston, May 4, 1840. The convenience was soon appreciated by the public, and in a short time he was entrusted with goods by merchants and money packages by banks. He associated himself with Ephraim Farnsworth, under the name of Adams & Co. Farnsworth took charge of the New York office, but soon retired, and was succeeded by William B. Dinsmore, a valued friend of Mr. Adams and a zealous officer of the company. For several years the business was limited to Boston, Norwich, New London and New York City. In 1850 the line was extended to California, with agencies in every town and camp. It increased so rapidly, that in 1854 the Adams Express Company was formed by the union of Adams & Co., Harnden & Co., Thompson & Co. and Kinsley & Co., with Alvin Adams as president. During the Civil War the Adams Express Company was of great assistance to the government in forwarding military supplies, and was the recognized agent for transporting all government securities and money. Its employees were at the front to receive from soldiers their pay, and take it to their families and friends. The company employs about nine thousand five hundred men, and owns three thousand horses and two thousand wagons. Its offices number about six thousand, and its mileage is about forty-five thousand. Mr. Adams died Sept. 1, 1877, at Watertown, Mass., which had been his place of residence for very many years.



ALVIN ADAMS.

FOR twenty-eight years — from 1860 to 1888 — Frederick Octavius Prince was a conspicuous figure in every national Democratic convention, and for a still longer period he has been actively identified with many important public interests of Boston and of the Commonwealth. He was born in Boston, Jan. 18, 1818, the son of Thomas and Caroline Prince. Entering the Boston Latin School in 1827, he was graduated in 1832, receiving the Franklin medal and two other medals for scholarship. He then matriculated at Harvard, from which he graduated in 1836, being the class poet and secretary. The following year he began the study of law in the office of Franklin Dexter and William H. Gardiner, Boston, and was admitted to the Suffolk bar in 1840. He soon began to take part in active political life and allied himself with the Whig party. In 1848 he established his residence in Winchester, and in 1851, 1852 and 1853 represented that district in the Massachusetts House of Representatives, where his stirring appeals for political reform soon established his reputation. He was a member of the Constitutional Convention in 1853, and in the same year was elected to the State Senate. In 1860, upon the disruption of the Whig party, Mr. Prince transferred his allegiance to the Democracy, and was sent as a delegate to the National Democratic Convention in Charleston. When the convention broke up, without agreeing upon a presidential candidate, Mr. Prince adhered to the Douglas wing of the party and at the Baltimore convention was chosen secretary of the National Democratic Committee, a position which he continued to hold until 1888. Although unanimously elected in that year, he resigned, receiving a resolution of thanks for the "unflagging zeal and distinguished ability" with which he had served. In 1876 he was nominated for mayor by the Democrats of Boston, and although his party was in the minority, he was elected. Renominated the following year, he was only defeated after a hotly contested election. In 1878 he was re-elected mayor, and in the three following years was returned to the same office. He declined a renomination in 1882. His administration of the city government was notable in many respects. He was unwearied in his efforts to reform municipal expenditures, and during his first term of office succeeded in reducing expenses more than half a million dollars. He was energetic in his efforts to secure a system of public parks for the city, and its final adoption and subsequent layout are largely due to him. He contributed not a little to the successful completion of Boston's improved sewerage system. The handsome buildings of the high and Latin schools were also erected through his influence. In 1885 he was nominated for governor, but was defeated on a strictly party vote. Mr. Prince has long been a trustee of the Boston Public Library, and in 1888 was appointed to the board that had exclusive control of the construction of the new library. To this great work he is now giving his whole attention.

FREDERICK O. PRINCE.

PROBABLY no practitioner of medicine and surgery has a wider acquaintance, locally, than Medical Examiner Francis Augustine Harris, of the northern district of Suffolk County, which includes the West and North Ends of Boston, Charlestown, Chelsea, Revere and Winthrop. He was born in Ashland, Mass., March 5, 1845. His early education was obtained there and at Rindge, N. H., where he for a time lived with his grandparents. He afterwards resided with his father, a practitioner of medicine at Arlington (formerly West Cambridge), Mass. He fitted for college at the Boston Latin School and matriculated in 1862 and was graduated from Harvard in 1866. He studied medicine in the Harvard Medical School, receiving his degree in 1872. While engaged in the study of medicine he served as a master in the Boston Latin School three years, and in 1871 was surgical house officer at the Massachusetts General Hospital. He afterward passed a year in the study of his profession in the hospital at Vienna. He was demonstrator of medico-legal examinations in the Harvard Medical School for a number of years. At Harvard he was a member of the University ball nine, the first one at the college. Among his classmates were William Blaikie, the noted athlete who stroked the University boat to victory and subsequently wrote a treatise on college athletics; Dr. Charles Brigham, of San Francisco; Moorfield Storey, of Boston, and others who have achieved prominence. Dr. Harris was also for a number of years professor of surgery in the Boston Dental College. He is a member of the Massachusetts Medical Society and the Medico-Legal Society. He was one of the earliest members of the celebrated Papyrus Club, a social organization of editorial and other writers, a distinguished coterie, which included Dr. Francis H. Underwood, Henry M. Rogers, John Boyle O'Reilly, Dr. Robert D. Joyce, Alexander Young and George M. Towle. He was president of the club in 1882 and is still a member, taking an active part in its meetings. He is a member of the St. Botolph Club, another organization of artists and litterateurs, and he was also one of the founders of the University Club. A lover of the drama, he has devoted some of his leisure hours to playwriting. Among his productions are "Chums," "Class-day," "A Majority of One," "The American Claimant," and "My Son," the latter having an extensive run at the Boston Museum and at Wallack's in New York, and being played through the country by the late John Raymond. The leading rôle of this play, "Herr Weigel," afforded the lamented William Warren the opportunity for one of the finest efforts of his later years. Dr. Harris has contributed very much to the periodical literature of the day. In addition to his official duties, which are arduous and dangerous, so much so that in 1880 he nearly lost his life in the discharge of his duty, he has a not inconsiderable private practice. With an extensive knowledge of the many causes of death, his services are often sought as expert in the courts of law.

FRANCIS A. HARRIS.

WILLIAM H. HILL, one of the leading financiers of Boston, has made his own fortune and has secured an honorable name among the enterprising, successful and reliable men of affairs in the city of his birth. He was born in Boston July 14, 1838, and was the only son of William H. and Abby F. (Remich) Hill. His father was a well-known merchant, who for many years maintained a high standing in the business community of Boston, and was widely honored for his sagacity and integrity. Mr. Hill attended public and private schools in Boston and Roxbury, and graduated from the Roxbury High School. He early entered business life, taking a position as clerk in the publishing house of Sanborn, Carter & Bazin, and continuing with their successors, Brown, Taggard & Chase. At the age of twenty-one Mr. Hill became a partner in the firm of Chase, Nichols & Hill, publishers. Two years later he retired from this firm, continuing, however, in the book and publishing business, under his own name for a period of six years, until the spring of 1869. On the first of November in that year, the present banking house of Richardson, Hill & Co. was established, and has ever since occupied a place in the foremost rank of Boston's private banking institutions. Its offices are now located in the Simmons Building on Water Street. Besides attending to the duties of his large and growing business, Mr. Hill is also a trustee of several estates, and is interested, as president or director, in many important corporations. He is president and general manager of the Boston & Bangor Steamship Company; is a director of the Boston Merchants' Association; a member of the Boston Chamber of Commerce, the Boston Stock Exchange, the Bostonian Society and the Bunker Hill Monument Association. As president or as director, he is prominently identified with the following corporations: the United States Rubber Company, the Boston Marine Insurance Company, the First National Bank of Boston, the First National Bank of Adams, Mass., the Assabet Manufacturing Company, the Windsor Mills, the International Steamship Company, the Brookline Gas Light Company, the Citizens' Gas Light Company, of Quincy, Mass., and numerous other corporations. His time and attention are thus wholly employed. Mr. Hill does not, however, allow the cares of an active business career to interfere with the amenities of social and family life. He is a member of many clubs, including the Algonquin, the Boston Athletic Association, the Brookline, the Country, the Colonial, the Exchange, the Tarratine, the Oasis and various others. Mr. Hill has been singularly fortunate in his business ventures, and his success is wholly due to himself. He was married in Boston, Jan. 8, 1863, to Sarah E., daughter of William B. and Susan J. (Warren) May. Their children are: Warren May, Harold St. James, Marion, Clarence Harvey, Spencer Richardson, Ernest Lawrence, William Henry Reginald, Donald Mackay, Barbara, Philip Sanford and Kenneth Amory Hill, of whom Harold, Barbara and Philip are deceased. Mr. Hill's residence is in Brookline, Mass.

WILLIAM H. HILL.

MASSACHUSETTS is rich in men who have distinguished themselves in their youth. In the category of her bright young manhood she numbers Charles Sumner Hamlin. The Hamlin family has long been honorably identified with the public life of New England. The Hon. Hannibal Hamlin was Vice-President of the United States in the hour of the Nation's greatest peril, and his name in history is indissolubly connected with that of the great Lincoln. Living to see the country reconstructed, happy, united and prosperous, his career as a public man, well rounded and honorable, has but recently drawn to a close. This unique and rugged New England statesman was a cousin of Edward Sumner Hamlin (the father of Charles S. Hamlin), a direct descendant of Major Eleazer Hamlin, of Harwich, who commanded a regiment in the War of the Revolution. Edward Sumner Hamlin was numbered among Boston's most prominent merchants. His son, Charles Sumner Hamlin, was born in Boston, Aug. 30, 1861. He received his early education in the public schools of Boston, and afterwards attended the Roxbury Latin School, from which institution he graduated in 1879. He entered Harvard University, graduating in the class of 1883, receiving the degree of bachelor of arts; he next entered the Harvard Law School and received the degree of bachelor of laws in 1886. In the same year he received the degree of master of arts. Mr. Hamlin devotes himself to the practice of law as a profession, and his large practice continues to make increasing demands upon his time. He has entered into partnership with Mr. Marcus Morton, the law firm being Morton & Hamlin, with offices in the Equitable Building, Boston. Mr. Hamlin is a member of the Suffolk bar. He has devoted much time to public questions and has written and published much upon political and financial subjects, the question of tariff legislation being one to which he has devoted much time and study. He is a prolific as well as lucid writer, and possesses the power of putting a seemingly dry subject in a simple, attractive light. At the Massachusetts Democratic State Convention held at Boston, 1892, Mr. Hamlin was nominated by acclamation for the office of Secretary of State. Mr. Hamlin is a member of many public bodies. He is secretary of the New England Tariff Reform League; chairman of the finance committee of the Massachusetts Democratic State Committee; a member of the executive committee of the Young Men's Democratic Club of Massachusetts; a member of the Massachusetts Reform Club; a member of the Civil Service League, and of the New York Reform Club. In addition to his political affiliations Mr. Hamlin gives some attention to the social side of life. He is a member of the executive committee of the University Club. In addition to this he has a membership in the Puritan, Longwood and Exchange clubs; is an active member of that famous musical society, the Apollo Club, and many other social and charitable organizations. Mr. Hamlin's public career has been launched with exceptional vigor.

CHARLES S. HAMLIN.

THE John P. Lovell Arms Company of Boston is known wherever sporting goods and bicycles are sold and used. Colonel Benjamin S. Lovell, the treasurer of the corporation, is in the front rank of Boston's business men. He was born in East Weymouth, Mass., July 10, 1844, and was the son of John P. and Lydia (Dyer) Lovell. He was educated in the public schools of Weymouth. Imbued with the patriotic spirit of his sires, he enlisted in Company A, Forty-second Regiment, Massachusetts Volunteers, at the early age of eighteen. His services under "Old Glory," during the darkest period of the great civil conflict, is a matter of special pride to Colonel Lovell, and there is a particularly warm spot in his heart for all who wore the blue. He has been an active and persistent worker for the veterans, in pressing their claims for pensions, and has been signally successful in securing them. His services are always at the command of his comrades, and he has spent time and money without stint in their behalf. He joined Reynolds Post 58, G. A. R., in 1870, was elected senior vice-commander till 1876, when he was elected commander and held the position for fourteen consecutive years, positively declining longer to accept the office, on account of the growing demand of his business upon his time. Notwithstanding this, he was re-elected for the fifteenth term, and only the most persistent efforts on his part induced his comrades to accept his declination for the reasons stated. He was junior vice-commander in 1880, senior-vice in 1881, and declined the nomination for department commander in 1882. He was aide-de-camp to General John C. Robinson, commander-in-chief of the National Encampment of 1877 and 1878. He was also a delegate to the National Encampment of 1886; a member of the Council of Administration of 1887; served on the staff of General Alger in 1889, and was a member of General Palmer's staff in 1892. During the administrations of Governor John D. Long, in 1880, 1881 and 1882, Colonel Lovell was a member of His Excellency's staff. He was a delegate to the Republican National Conventions of 1880, 1884, 1888 and 1892. He was also a Republican presidential elector from Massachusetts in 1892. He was for several years the chairman of the Weymouth Town Committee. He was in the Legislature of 1877, 1878, 1886 and 1887. He served on the Committee on Mercantile Affairs and on the Railroad and Redistricting committees In the session of 1886 he loyally devoted his time and influence to advocating the Soldiers' Exemption Bill, which was then being agitated. In 1883 he was elected to the State Senate and served on the following committees: Harbor and Public Lands, Military Affairs, Hoosac Tunnel, and Troy & Greenfield Railroad. He is prominent in Masonic and Odd Fellows' circles. His home is a particularly happy one. He married in Weymouth, Nov. 13, 1867, Miss M. Anna, daughter of Jonathan and Mercy Holmes. They have two children, L. Charlotte and Helen Isabel Lovell. His public career has been in many respects singularly active and useful.

BENJAMIN S. LOVELL.

IN the multiplicity of public and private offices which he has held during many years in Massachusetts, Samuel N. Aldrich has never been so situated that he was unable to acquit himself with honor and credit. That he is a citizen of varied attainments, is attested by the fact that he is equally at home in the office of the lawyer, the chair of the bank president, the presidency of a railroad, or the assistant-treasurership of the United States. Samuel Nelson Aldrich, son of Sylvanus Bucklin and Lucy Jane (Stoddard) Aldrich, was born in Upton, Worcester County, Feb. 3, 1838. His education was obtained at the Worcester and Southington, Conn., academies, and at Brown University, Providence, R. I. Subsequently he taught schools at Upton, Holliston and Worcester, Mass. He entered upon the study of law with Hon. Isaac Davis and E. B. Stoddard, at Worcester, and completed the same at the Harvard Law School. In 1863 Mr. Aldrich was admitted to the bar, and then commenced practice at Marlborough. Since 1874 he has kept an office in Boston, though retaining his residence in Marlborough and living in Boston during the winter. In the public affairs of Marlborough Mr. Aldrich has been prominent. He was for nine years on the School Committee, and four years on the Board of Selectmen, officiating as chairman of both. He has been a director of the People's National Bank of Marlborough, president of the Marlborough Board of Trade; president of the Framingham & Lowell Railroad (now a portion of the Old Colony system), and president of the Central Massachusetts Railroad. In 1879 Mr. Aldrich was elected to the State Senate, where he served as chairman of the Committee on Taxation, and was also a member of the Committee on Bills in the Third Reading, and on Constitutional Amendments. In 1880 he was again a member of the State Senate, serving on the Judiciary Committee. In 1883 he was a member of the House, and served on the Judiciary Committee. In 1880 he was the Democratic candidate for Congress from the seventh Massachusetts district. In March, 1887, Mr. Aldrich was appointed by President Cleveland assistant treasurer of the United States at Boston, which position he resigned in December, 1890, to accept the presidency of the State National Bank, No. 40 State Street, Boston, which position he now holds. Besides this, he is a member of the Suffolk bar, is in the practice of his profession, and is still president of the Central Massachusetts Railroad. Mr. Aldrich married in 1865, at Upton, Mary J., daughter of J. T. and Eliza A. McFarland. They have a son, Harry M. Aldrich, now in the Harvard Law School. In Marlborough, his place of residence, he is respected as a public-spirited citizen, ever ready to devote his time freely to the aid of his town and townsmen. As a legislator, his work has been appreciated throughout the State. As a financier he is considered one of the ablest and safest men of the time. As a lawyer he has a high standing at the Massachusetts bar. His winter residence is in Boston.

SAMUEL N. ALDRICH.

THE commanding position which the Boston *Herald* has held for over twenty-five years as a leader of the political thought of the nation was won and maintained largely by the ability of its editor-in-chief, Edwin B. Haskell. His excellent judgment and his brilliant editorial talents enabled him to guide the *Herald* between partisan extremes, and make it a widely recognized conservative power and authority. His graceful diction, terse, direct and keen, combined with the virile power of argumentation, and a strong sense of humor, made his editorials extensively quoted and commented upon from Maine to California during his active journalistic career. Mr. Haskell was born in Livermore, Me., Aug. 24, 1837. His father was Moses Greenleaf Haskell, and his mother Rosilla Haines, daughter of Captain Peter Haines, who emigrated from New Hampshire to Maine in 1795. Mr. Haskell was educated in the district school, and at Kent's Hill Seminary, and was prepared for college at the age of sixteen. Circumstances, however, prevented him from going to college, and when he was seventeen years old he entered the office of the Portland *Advertiser*, then edited by Henry Carter. After staying in the *Advertiser* office for one year, and learning the trade of type-setting, he went to New Orleans and worked there and at Baton Rouge as a journeyman printer, until June, 1856. He then returned to Boston and took a situation on the *Saturday Evening Gazette*, then published by the late William W. Clapp, who was subsequently editor of the Boston *Journal*. In the spring of 1857 Mr. Haskell was employed on the *Journal* as compositor and reporter, and went to the Boston *Herald* as reporter in the spring of 1860. The *Herald* was then owned and managed by Colonel E. C. Bailey, who quickly discovered Mr. Haskell's newspaper abilities, and added him to his staff of editorial writers. In that position he remained until 1865, when he and four other employees of the *Herald* purchased the paper of Colonel Bailey. Mr. Haskell was then installed as editor-in-chief, a position which, with the exception of a year's absence in Europe, he held uninterruptedly until October, 1887, when he sold a large share of his third proprietary interest in the *Herald*. Since then he has had nothing to do with the management of the paper save as one of the directory of the Boston Herald Company, which succeeded the partnership under the firm name of R. M. Pulsifer & Co. Mr. Haskell is chief owner of the Minneapolis *Journal*, of which his son, William E., is associate editor. Mr. Haskell was married in August, 1861, to Celia, daughter of Jonas and Joanna (Hubbard) Hill, of Fayette, Me. Of this union were seven children, of whom four are living. In 1877–78, accompanied by his family and a small number of invited friends, Mr. Haskell visited Europe, and wrote a unique descriptive serial sketch in the *Herald* of the "Adventures of the Scribbler Family Abroad." His fortunate professional career has been happily matched by his social and domestic life at his home in Auburndale.

EDWIN B. HASKELL.

IN Boston's Italian population of many thousand, Dr. Joseph Pagani holds a prominent and honored place. He is known by almost every one of his compatriots in the city, among whom he has built up an extensive practice, and he also occupies an enviable position in the medical world. Dr. Pagani was born in Borgomanero, Italy, Feb. 13, 1836, and is the son of the Hon. John Baptiste and Paolina Bolchini. Dr. Pagani's father was a noted professor of chemistry, and the family traces its ancestry, of which nearly all the male members were professional men, back fully two hundred and fifty years. Dr. Pagani's mother was a daughter of the Hon. Joseph Bolchini, who was lieutenant-governor under the first kingdom of Italy. Captain Constantino Pagani, a brother of the doctor, was an officer in the famous "One Thousand," who, under the command of General Garibaldi, freed and took possession of the Sicilian province. He was killed in action, and to commemorate his bravery a marble monument has been erected at the gate of the City Hall in Borgomanero.

JOSEPH PAGANI.

Dr. Pagani was educated in the schools of his native town, and early evinced a liking for the study of medicine. In fact, it was a sort of family understanding from his infancy that he would become either a chemist or a physician. After the completion of his preparatory studies he entered the University of Pavaie, and upon his graduation received his diploma as a regular physician. He then pursued his medical studies and was graduated with high honors from the Emulazione Medicale Societá of Rome, the University of Palermo, the Instituto Accademico Umberto I. at Livorno, and the Sodalizio Margherita at Naples. His practice in his native country was a large and remunerative one, but, like many other young Italians, he determined to come to America, and in 1868 he arrived in New York. Not liking the metropolis, however, he did not settle there, but soon after came to Boston. Here he took the offices at No. 356 Hanover Street, which he still occupies, his large practice at the North End making it impossible for him to remove to any other quarter of the city. His residence, however, is at No. 50 Marlborough Street. Ten years ago, during the visit of Dom Pedro to the United States, the latter conferred upon Dr. Pagani the title of Chevalier de Buenos Ayres. This is not the only title with which the doctor has been honored, for in June, 1892, he learned that he had been made Cazique and Baron Roxley in the Aryan peerage, from the noted Aryan Order of Russia. Dr. Pagani is a member of various medical societies, including the Académie de Medicine in Paris, and the Societá Medicale di Roma. In 1868 he was married to Miss Fanny Jeaneret, of New York, a most accomplished Swiss lady. They have three children, the eldest daughter, who is a famous Boston beauty, being now a student of music in Rome. Dr. Pagani is prominent in all movements for the welfare of his fellow-countrymen who have made their home in America, and is justly very popular with them as well as with native born Americans.

EVANGELIST and reformer, of broadest sympathies, deepest insight and tireless energy, Louis Albert Banks is not only one of the most interesting figures in the Boston pulpit of to-day, but he is also one of the strong forces in the city's life. He has been here but a few years — he is still a young man — but his activity has produced lasting results in many beneficent ways. Out of his courageous exposure of the "sweating" system and the dangerous condition of neglected tenement house life, has grown the Anti-Tenement House League, and legislation has been enacted looking toward the cure of one of the gravest evils of modern times. It is impossible here to give more than a bare outline of the fascinating story of his life. He was born in Corvallis, Oregon, Nov. 12, 1855, the son of Iæbbæus Irwin and Mary (Hurlburt) Banks. He attended the public schools and Philomath College in Oregon, and at sixteen was licensed as a preacher of the United Brethren Church. From seventeen to twenty-one he taught school and studied law, being admitted to the bar in December, 1877. After a year's legal practice, he united with the Oregon Conference of the Methodist Church. He was ordained an elder in the Methodist Episcopal Church by Bishop Henry W. Warren, at Vancouver, Washington, Aug. 26, 1883. Mr. Banks has been pastor of churches in Portland, Oregon; Boise City, Idaho; Vancouver and Seattle, Washington, and in Cincinnati. In 1886 he came to Boston as pastor of the Egleston Square Church, which had a remarkable growth under his ministrations, as had also St. John's Church, in South Boston, over which he was subsequently settled. He is now pastor of the First Methodist Episcopal Church of Boston. While in Vancouver he edited the "Pacific Censor," the organ of the Temperance Alliance of the territory, and in June, 1880, was shot down on the street by an infuriated agent of the saloons. For two months he preached, reclining across three chairs, to large and enthusiastic congregations.

LOUIS A. BANKS.

During his pastorate at Seattle the anti-Chinese riots broke out on the Pacific coast, and on the platform and in the pulpit he defended the rights of the Chinese. He was repeatedly threatened with assassination, and once his house was surrounded by an armed mob of men who came to hang him. Fortunately, however, he was absent. In Boston, as in the West, he has been in the foremost ranks of the reformers, and the causes of temperance, woman suffrage, and labor have in him a valiant champion. His published works are: "Censor Echoes" (Portland, Oregon, 1880; now out of print); "The People's Christ" (Boston, 1891); "White Slaves, or the Oppression of the Worthy Poor" (Boston, 1892), and "The Revival Quiver" (Boston, 1892). Mr. Banks was married Sept. 21, 1877, to Mary A. Millhollen, who died in 1881, leaving him two daughters. In 1883 he married Jessie F. Ainsworth, and of this union there is one son. The degree of doctor of divinity was conferred upon Mr. Banks by Mt. Union College in 1890.

FOR the past decade or more Boston has been rapidly growing in importance as one of the great financial centres of the American continent, and this very enviable position is largely due to the fresh energies brought to bear, by the younger financiers of the day, upon the forces of old-time conservatism, which has held the city in thrall for so many years. Among the foremost of the financial firms who have established a wide reputation both at home and abroad for solid worth and judicious enterprise, is the house of Clark, Ward & Co., who stand upon the topmost rung of the ladder of success. Mr. J. F. A. Clark, the senior member of this firm, is a thorough Bostonian of the progressive and practical type. He was born in Boston, Nov. 6, 1862, and received his education in one of those institutions of which the city is justly proud. In early youth Mr. Clark showed unmistakable signs of an ambitious, enterprising nature, and at the age of twenty-one he started in the banking business. To fit himself for the exacting and intricate duties of this profession he had no other training than the knowledge found in the best books written upon the subject, and that unerring judgment which has brought to a successful culmination the many difficult undertakings in which he has since been interested. After a year of prosperity, he formed a partnership with Mr. Reginald H. Ward, under the firm name of Clark, Ward & Co., and since that date these young men have made a most remarkable record for successful enterprise. By their discretion and sound business principles they have secured recognition among the oldest and best firms in Boston. In 1889 the firm of Clark, Ward & Co. opened an office in New York, Mr. Ward taking charge of it. Phenomenal success from the very start attended the affairs of the firm in New York, and in the short space of two years it was found necessary to establish a branch office there. In the same year a branch of the Boston house was opened in Springfield, Mass. Both branches have enjoyed a marked degree of prosperity. In 1891 Mr. George E. Armstrong, of Boston, was admitted to the firm, and in 1892 Mr. H. H. Campbell, of Boston, became a partner. Mr. Clark's modesty forbids the enumeration here of the prominent positions he occupies in some of the important railroad enterprises of the day, or of the large financial interests which he has managed. Considering the fact that the young men comprising the firm started in business with no other capital than their own intelligence and personal merit, the success that has attended all their ventures is one of the conspicuous features of financial Boston. It also shows that this is an era in which the younger business men have every opportunity to develop the metal that is in them, respectful attention being given to their plans and ideas by men of a past generation. Mr. Clark, who is a member of the Country, Algonquin and Athletic clubs in Boston, and of the Vaudeville and New York clubs in New York, is very prominent in the social life of both cities. He is married, and his residence is in Boston.

J. F. A. CLARK.

JAMES RUSSELL SOLEY was born at Roxbury, Mass. (now Boston Highlands), Oct. 1, 1850. He received his early education at the Roxbury Latin School, and graduated at Harvard College in the class of 1870. Assistant Secretary of State Wharton and Lieutenant-Governor Wolcott were members of the same class. During the year following graduation he was tutor at St. Mark's School, Southborough, Mass., and in 1871 he was appointed assistant professor of English at the United States Naval Academy at Annapolis, where, in 1873, he was placed at the head of the department of English studies, history and law, his appointment to both of these places being the result of competitive examination. In 1876 he was commissioned a professor in the United States Navy with the relative rank of lieutenant commander. In this year he published the "History of the Naval Academy." In 1878 he was assistant superintendent of the department of education at the Paris Exposition. While in Europe he was charged by the Navy Department with the special duty of examining the systems of education in European naval colleges, and on his return made an extensive report, entitled "Foreign Systems of Naval Education," which was published in 1880. In 1882, having attained the relative rank of commander, he was transferred to Washington, where he collected and arranged the library of the Navy Department, the most complete and valuable collection of naval works in this country, if not in the world. He was lecturer on international law, in addition to his duties in this position, at the Naval War College at Newport from 1885 to 1889, and he also delivered a course of lectures before the Lowell Institute of Boston, on "American Naval History," in 1885, and a second course on "European Neutrality during the Civil War," in 1888. He has published: "Campaigns of the Navy in the Civil War; The Blockade and the Cruisers" (1883); "The Rescue of Greely," under the joint authorship of himself and Commodore Winfield S. Schley (1885); "The Boys of 1812" (1887), and "Sailor Boys of 1861" (1888). He edited the "Autobiography of Commodore Morris," and made large contributions to the "Battles and Leaders of the Civil War," and to Justin Winsor's "Narrative and Critical History of America." By invitation of the city of Boston he delivered in May, 1891, a eulogy upon Admiral Porter at the memorial services held in Tremont Temple, and he is now engaged upon "The Life of Admiral Porter." His last work, on the "Maritime Industries of America," deals with the history, present condition, and future prospects of the merchant marine. In July, 1890, he resigned his commission and was appointed assistant secretary of the navy, which office he has held since that time. In this capacity he has taken a large part in the detailed administration of the naval establishment, and has been particularly connected with the important measures of navy-yard reform. Mr. Soley graduated at the Law School of Columbian University.

JAMES R. SOLEY.

STUDYING the history of the printing trade, a stranger to this State soon acquires an admiring knowledge of a firm name which is familiar to Massachusetts men,—Alfred Mudge & Son. This firm was founded in 1830. Alfred Mudge established a small printing-office on School Street, Boston, in that year, and, being a man of brain and enterprise, he broke away from the conservative rut of the printers of those days. He speedily found success, limited at first, to be sure, but destined to assume proportions of amazingly large size. It was in 1850 that the present firm name was adopted, in that year the founder of the house taking into partnership his son, Alfred A. Mudge. The latter lived but three years after the death of the senior partner, and then, in 1885, Frank H. Mudge, son of Alfred A., became sole proprietor of this great business house, and has continued in this position ever since. To illustrate the strides made by this firm since its inception, when a small room on School Street was sufficient for the proper transaction of its business, it need only be said that it now occupies three complete floors of the great mercantile building, No. 24 Franklin Street, Boston. Its plant contains the best possible equipments, including twenty large cylinder presses. On its salary list are the names of two hundred employees. From these facts an idea may be gained of the character and size of the business which Frank H. Mudge now governs and guides. This gentleman was born in Boston, Feb. 10, 1859. Early in life he developed an unmistakable aptitude, undoubtedly inherited, for the printing business, and at the end of his school-days he entered the employ of Alfred Mudge & Son for the purpose of obtaining something far deeper than a superficial knowledge of the printing art. By hard and earnest work he became such a master of the different branches that in 1880 he was honored by a well-earned invitation to become a partner in the enterprise. These early years of business training fitted Mr. Mudge for the burden of proprietorship which fell to his lot upon the death of his father,—a burden which seldom falls upon the shoulders of such a young man. But that which Mr. Mudge lacked in age was amply balanced by his possession of practical experience, and so he accepted the position of head of the house of Alfred Mudge & Son, and be it said in just credit, the business of his able forefathers has continued to prosper in his hands. Mr. Mudge is president of the Master Printers' Club, vice-president of the National Typothetæ of America. He began his military career in the ranks of D company, First Regiment, M. V. M.; has been second lieutenant of light battery A, and is an ex-adjutant of the Ancient and Honorable Artillery Company, and past commander of the Roxbury Artillery Veteran Association. Mr. Mudge holds membership in many other organizations, including the Franklin Typographical Society, the Roxbury Club, the Boston Athletic Association, the Hull, Winthrop and Massachusetts Yacht clubs, and also Masonic societies, in the Odd Fellows, the Red Men, the Elks and the Knights of Pythias.

FRANK H. MUDGE.

THERE is not a more enthusiastic Democrat and tariff reformer in Massachusetts than Bushrod Morse. A man of deep convictions and high character, a thorough student of economic questions, he has wielded great influence, directly and indirectly, upon the political opinions of his fellow-citizens. Descended from a long line of New England ancestors, — among whom were Benjamin Franklin, Professor Morse, the inventor of the telegraph, and Chief Justice Kent, — Mr. Morse was born in Sharon, Mass., the son of Willard and Eliza (Glover) Morse. After attending the public schools of his native town, he fitted for college at the Providence Conference Seminary and at Pierce Academy, Middleboro, and entered Amherst in 1856. Ill-health, however, prevented him from completing his college course. He studied law in North Easton and in Boston, and in October, 1864, was admitted to the Suffolk bar. Though he has practised in Boston ever since, he has always retained his residence in Sharon, on the old Morse homestead, a picturesque estate, near Lake Massapoag, which descended to him and his brothers from their great-grandfather, Gilead Morse, an English soldier under General Wolfe, who purchased it on his return from the French war in 1764. Mr. Morse has been for years prominent and influential in the political life of his town and State. He has been chairman of the Sharon School Board; member of the Massachusetts House of Representatives in 1870, 1883 and 1884, when he served on important committees, being chairman of the Committee on Probate and Chancery in 1884; member of the Democratic State Central Committee; candidate for presidential elector in 1884 and 1888; delegate to the National Democratic Convention at Cincinnati in 1880; candidate for Congress in the second district, against Ex-Governor John D. Long, in 1886, and carrying Norfolk County by 233 majority, and being defeated in the strong Republican district by less than 2,000 votes; again a candidate for Congress in 1890, when he received the highest vote ever cast for a Democratic candidate for Congress in his district. In 1864 Mr. Morse was appointed justice of the peace by Governor Andrew, and has held that office ever since. On May 13, 1891, Governor Russell appointed him the first special justice of the District Court for Southern Norfolk. In 1892, much against his inclinations, he was unanimously nominated by the Democrats for the Second Norfolk District for the State Senate. The workingmen of the State have had a staunch friend in Mr. Morse. His able and intelligent advocacy of legislative measures calculated to advance their interests, gained for him a wide popularity. His addresses on tariff reform, embodying the results of his careful investigations and set forth in vigorous English, have attracted general attention and been published in leading journals throughout the country. Though engrossed in his legal profession, in which he has a high standing, Mr. Morse still finds time to preach the gospel of tariff reform. He is an excellent type of man and citizen.

BUSHROD MORSE.

THE private secretary of Postmaster-General Wanamaker, Marshall Cushing, is a Hingham boy through and through. His ancestors were among the little band that first settled the town. The people of Hingham well remember him, a barefoot boy driving the cows, or a high school pupil driving the milk wagon. They recall that he worked his way through college, and they hold in high regard his father and mother. Marshall Cushing was born in 1860. His early education was gained in the public schools, and he graduated from the high school in 1878. At Exeter he was an editor of the *Exonian*, the leader of the glee club, and the class poet of '79. Mr. Cushing graduated from Harvard in 1883. He was freshman editor of the Harvard *Daily Echo*, secretary of the board of editors of the *Advocate*, a member of the glee club, and a leader in the musical and theatrical performances of the Pi Eta Society. Mr. Cushing intended to study law, but he was attracted towards newspaper work, and obtained employment on the Cambridge *Tribune*, as city editor, and on the Boston *Globe*, as Harvard correspondent. He became successively news editor on the "night desk" of the *Globe*, and night editor in charge. After two years he became State House reporter and staff correspondent, finding valuable political friends in all directions. Mr. Cushing next became private secretary to Hon. Henry Cabot Lodge, a post which he relinquished a few months later for a position on the New York *Press*. There for about a year he was political writer and travelling correspondent.

MARSHALL CUSHING.

After this term of service for the *Press* Mr. Cushing returned to Washington as correspondent of the Boston *Advertiser* and *Record*, and the New York *Graphic*. He also did special work for the *Sun*, the Philadelphia *Press* and other journals. To the position of private secretary to the postmaster-general Mr. Cushing has brought tact, industry and originality. He may be said to be the first outside the White House to give to a private secretaryship a national repute. His industry is phenomenal. In addition to his exacting daily work at the elbow of the postmaster-general, he has written "The Story of Our Post-Office," a one thousand page book, and he has collected material for an even larger volume upon the history of the American post-office, which is shortly to be published. Mr. Cushing's home life is ideal. He was married on Christmas Day, 1891, in San Francisco, to Mrs. Isabel McBride Palmer, the gifted daughter of Hon. John R. McBride, late member of Congress from Oregon, and chief justice of Idaho, who was for years the leading Gentile in Utah. The literary and musical tastes of Mrs. Cushing are a thorough complement to those of her husband. Mr. Cushing is a member of the famous Gridiron Club of Washington correspondents, and the monthly "roast" is considered incomplete without the presence of the cheery private secretary and his banjo. His literary style is original, crisp and witty, many of his articles and letters contributed to the press of Boston and New York being masterpieces of their kind.

EDWARD AUGUSTUS MOSELEY, secretary of the Interstate Commerce Commission, has labored zealously for years to secure uniform safety couplers for railway cars, and is the recognized authority on that subject in this country, his efforts having attracted the attention of presidents, senators and congressmen, magazine writers, and especially the organizations of railway employees. He was born in Newburyport, March 23, 1846, his father being an East India merchant and well-known banker. After attending the public schools, he shipped, at the age of sixteen, before the mast of an East Indiaman and made a long voyage. He afterwards entered the service of Wells, Edmunds & Co., East India merchants and later was associated with N. & B. Goddard, a firm whose predecessors were the pioneers in the trade, dating back to the beginning of the present century. Mr. Moseley was subsequently in partnership with his father. Immediately after the Boston fire of 1872, the firm of Moseley, Wheelwright & Co. was formed, and for years did an immense business in Southern pine, Mr. Moseley travelling through the Southern States, the West Indies, South America and Europe, making sales and furthering the interests of his house. In June, 1880, the firm of Stetson, Moseley & Co., lumber dealers, was organized, succeeding to the business of one of the oldest firms in the United States, and Mr. Moseley was a member of that firm at the time of his appointment to the position he now occupies. He was commissioner of the Newburyport Sinking Fund for fifteen years after its organization; was a member of the Common Council and an alderman; was twice elected to the General Court of Massachusetts, and during his term of office was a member of the Committee on Railroads. He was president of the Mechanics' Exchange of Boston when he was appointed secretary of the Interstate Commerce Commission. Since going to Washington he has been admitted to the bar of the Supreme Court of the District of Columbia and of the Court of Claims. Mr. Moseley is a thirty-second degree Mason in both the Northern and Southern jurisdictions; a noble of the Mystic Shrine; a Knight Templar; an honorary member of A. W. Bartlett Post, G. A. R.; and for several years was master workman of Mt. Washington Assembly, No. 3478, Knights of Labor. He is one of the most expert swimmers and canoeists in America, and years ago was an amateur boxer of great note. His life has been full of adventure. Few men have such a number of loyal friends. When, in 1891, there were rumors of a change in the secretaryship of the Interstate Commerce Commission a spontaneous and emphatic protest immediately came from many men of national prominence, including James G. Blaine, United States Senators Dawes, Chandler and Blair, Congressmen Milliken and Crapo, the railroad commissioners of several States, P. M. Arthur, of the Brotherhood of Locomotive Engineers, and many railroad corporations and organizations of railroad employees, all expressing the hope that his services might be retained.

EDWARD A. MOSELEY.

RAILROAD corporations, which in many States with impunity infringe the rights and disregard the convenience of the people, are in Massachusetts closely watched by a railroad commission, which since its establishment has made a most enviable record in the correction of existing abuses and wrongs, and in showing what improvements were most needed and how to secure them. The youngest member of this commission is William J. Dale, Jr., who was appointed in December, 1891. He had previously shown what manner of man he was by his energetic performance of the duties of assistant postmaster of Boston under General Corse, by his conduct of large manufacturing interests, and by his management of a political campaign. Mr. Dale was born in Boston April 15, 1850. He is the son of Dr. W. J. Dale, a distinguished physician, who was surgeon-general of Massachusetts, having been appointed by Governor Andrew, and holding the office for nearly twenty years after the close of the War of the Rebellion. Removing to his ancestral homestead in North Andover, Mass., at the close of the war, Surgeon-General Dale and his son, William J., have resided there for most of the time since. The farm, which contains several hundred acres, has been in the possession of the Dale family since 1636. Mr. Dale was educated in the public schools of Boston, and at Phillips Academy, Andover. He was for a number of years a member of the School Committee of Andover, and for several terms was its chairman. He was also chairman of the Board of Selectmen of the town. In December, 1886, on account of his well-known executive abilities, Mr. Dale was appointed assistant postmaster of Boston, under Postmaster Corse, assuming the duties of that office on Jan. 1, 1887, and continuing in the position until the change of administration and the incoming of Postmaster Hart. During his term of office Mr. Dale rendered most valuable assistance to General Corse in the many radical reforms which the latter carried out, and which contributed greatly to the efficiency of the postal service in Boston. During the political campaign of 1891 Mr. Dale was secretary of the Democratic State Committee, and enjoyed the confidence and esteem of all the party leaders. In December of that year Governor Russell appointed him to the Board of Railroad Commissioners, to succeed the late Edward W. Kinsley. It has proved to be one of the wisest of the many wise appointments made by Governor Russell. Mr. Dale for a number of years was president of the Exeter Manufacturing Company, Exeter, N. H., manufacturers of cotton goods. He is a member of the First Corps of Cadets, of which his maternal grandfather, Colonel Joseph H. Adams, was at one time commander. Mr. Dale has been one of the directors of the Music Hall Association of Boston, and is a member of the Somerset Club, the Boston Athletic Association, and various social organizations. He was married, in 1891, to Miss Elise M. Ballou, daughter of Murray R. Ballou, chairman of the Boston Stock Exchange.

WILLIAM J. DALE, JR.

JOHN G. LOW, the inventor of the art tiles that bear his name, has developed the greatest artistic industry of America in the department of fictile products. Mr. Low studied painting in Paris, and was long a leading member of the artists' fraternity in Boston at the time of that celebrated semi-Bohemian organization, the Allston Club, of which he was a member along with William M. Hunt, Thomas Robinson, Joseph Foxcroft Cole and Albion H. Bicknell. Perceiving the capacity for the artistic design and use of tile to a degree immensely in advance of anything done at the time, while the country was keenly alive to the impulse imparted to artistic activity by the Centennial exhibition at Philadelphia, two years before, he, with his father, Mr. John Low, founded in Chelsea, in 1878, the nucleus of the great works now conducted by the Low Art-Tile Company, — the largest establishment in the world for the production of this class of work. The tiles thus produced were of a new order; a revelation in the way of the possibilities of fictile art. They soon became known all over the artistic world. In 1880, less than two years from the birth of this new American industry, these tiles were awarded in London a ten-guinea gold medal — the highest prize — over all the English manufacturers, with the experience and prestige of many years of prosperous activity behind them. Since then, at Barcelona, in Spain, and at the great Exposition Universelle in Paris, they have been awarded gold and silver medals. A comparison between the tiles in use before the Low tiles were made, and those which were soon turned out in great quantities at Chelsea, will show in the former products which now seem almost of a primitive crudeness in design and color. The new American tiles exhibited a phenomenal variety and attractiveness in shape, size and design. For the first time tiles were made in relief, and their inventor, with a remarkable fertility of resource and a striking talent for structural design, adapted them to form decorative parts of many objects of every-day use — including stoves, clocks, furniture, candlesticks, wine coolers, paperweights, ash-trays, jardinières, etc. Great as is their use for these purposes, however, the most extensive application yet made of them is in the recently developed tile soda-fountains that are now revolutionizing this great and peculiarly American business. These fountains are of massive construction and most attractive appearance, being composed of beautifully artistic bas-relief panels in combination with rich architectural mouldings, making objects that are extremely decorative. The care which Mr. Low has taken to give all the products of the establishment a thoroughly artistic character, in addition to their sterling technical merit, has been at the base of his success. An artistic triumph of the works was the production, a few years ago, of a series of "plastic sketches," made in a limited number, and now having the value of great rarity for collectors. Mr. Low's son, John F. Low, is associated with him, and to his rare ability as a chemist are due the rich and delicate color-tones of these tiles.

JOHN G. LOW.

ARTHUR S. LELAND was born and bred in Boston. He was educated in private schools, attending Chauncy Hall and the Institute of Technology. He determined early in his career to educate himself in the woollen business. His first year of business was spent in examining woollens in the concern of Macullar, Parker & Williams, now Macullar, Parker & Co., in 1879. After remaining one year he left the woollen business temporarily and went through Bryant & Stratton's Commercial College. He then went into the woollen commission business with the concern of Gowing & Grew (now Gowing, Sawyer & Co.), of New York and Boston, and at twenty-one years of age he became their head book-keeper. From Gowing & Grew's office he went to Mackintosh, Green & Co.'s, where, at the end of one year, he became their head salesman. At this house during his odd hours, gained by early rising, he studied law. Here also he studied the designing and weaving of textiles. His vacation he spent in trying to perfect himself in his business. He was a weaver in a woollen mill in South Boston, and endeavored to learn carding and spinning in Vermont. He was also wool sorter in the Washington Mills in Lawrence. After remaining with the house two years, he associated himself, at twenty-three years of age, with James Walton, of Methuen, under the style of Walton & Leland. His business now amounted to four hundred and fifty thousand dollars in a single year. It was during this time that Mr. Leland went into the Washington Mills as wool sorter, remaining from six until twelve o'clock. His afternoons were then spent at his mill in Methuen. When twenty-seven years of age he assumed the business alone, under the name of A. S. Leland & Co. Mr. Leland has written articles for magazines and newspapers, which have been received with the consideration they deserve. At thirty years of age he sold out his mill property. Although his business as a manufacturer was a success, Mr. Leland at this time concluded to enter the arena of banking. In January, 1890, he formed the concern of Leland, Towle & Co., which has from its inception been remarkably successful. Mr. Leland makes a business of taking up new enterprises and obtaining for them sufficient capital to make them successful. Mr. Leland has been successful in everything he has undertaken, and has never been connected with anything approaching failure. As an organizer he has developed his natural talents so perfectly that in a period of eighteen months the birth of three new companies and the revivifying of two old ones, all of which are profitable, attest his business tact. His opinion and experience are much in demand by corporations and concerns wanting advice. His firm does a large commission business in stocks and bonds. The motto that nothing succeeds like success is exemplified in Mr. Leland. He is endowed with a seemingly inexhaustible capacity for work and has the faculty of accomplishing much in totally different lines of activity within a very short space of time. As he is still in the prime of life, he has a good future before him.

ARTHUR S. LELAND.

IN the long list of honored names of Boston financiers who have been instrumental in the development of New England industries, belongs the name of Spencer Welles Richardson. He is the senior partner in the banking house of Richardson, Hill & Co., one of the most solid and conservative of all the financial institutions of Boston, and besides this has multifarious interrests in other directions which identify him with some of the most prominent facts in the financial, mercantile and social life of the Boston of to-day. He was born in Princeton, Mass., April 10, 1834, and was educated in the Boston public schools and the Brookline High School. He was a bright scholar, as is shown by the fact that he received the Franklin medal at the Quincy School in Boston in 1849. He began business life in the ticket office of the Boston & Maine Railroad in Boston, remaining there a year. In February, 1852, he entered the Boston office of the treasurer of the Laconia Company, the Pepperell Manufacturing Company, and the Saco Water Power Machine Shop, all of Biddeford, Me. He was employed in this office until the breaking out of the Civil War, when he enlisted in the Forty-fourth Massachusetts Regiment, and was promoted to the rank of captain of Company E. Mr. Richardson is one of five brothers who served in the Union Army during the Rebellion. After returning to Boston, the banking firm of Dwight, Richardson & Co. was established, in 1866, and Mr. Richardson was its head until October, 1869, after which for a year he continued the business alone. With William H. Hill, Jr., and Edward D. Adams, he founded, Nov. 1, 1870, the present banking and brokerage house of Richardson, Hill & Co. In December of the same year he was elected treasurer of the Saco Water Power Machine Shop, of Biddeford, in which position he still remains. He is also a director of the Boston & Bangor Steamship Company. He was a member of the Mercantile Library Association from 1854 to 1860, serving on its board of directors, on its lecture committee, as treasurer, and as president. For several years he was connected officially with the New England Female College, until it was transferred to the Boston University. He is at present treasurer and trustee of the Massachusetts Homœopathic Hospital, and holds many positions of responsibility as trustee and director of other institutions. Mr. Richardson is a member of Benjamin Stone, Jr., Post 68, Grand Army of the Republic, and companion of the Military Order of the Loyal Legion. He is also a member of the Art, Algonquin, and Merchants' clubs. On June 27, 1864, he was married to Miss Mary T. Cumston, daughter of the late William Cumston, founder of the firm of Hallett & Cumston, piano manufacturers. Mr. and Mrs. Richardson have three sons, — William Cumston Richardson, S. B., graduated in 1891 from the Massachusetts Institute of Technology; Spencer Cumston Richardson, now at Harvard, and Amor Hollingsworth Richardson, who is in his father's office. Mr. Richardson's residence is on Marlborough Street, Boston.

SPENCER W. RICHARDSON.

IN the panorama of the religious history of Boston, one of the most conspicuous figures is the First Religious Society of Roxbury, which was founded in 1631, and of which John Eliot, "the Apostle to the Indians," was the second minister. The church has had a long line of distinguished pastors whose influence was ever potent in the religious, social and political life of the community. Rev. James De Normandie, the present pastor, has more than sustained the high reputation of the church, for when he first took charge, in 1883, he found the society in a rather disorganized condition. He immediately began to build up the church and put into it new life and activity. His efforts have been eminently successful. Mr. De Normandie has a scholarly mind and is a pulpit orator of great power. The De Normandie family is one of the oldest in the annals of France, going from thence to Geneva at the time of Calvin. André De Normandie was the first of the family to come to America. He settled at Bristol, Penn., in 1706. It was near here that James De Normandie was born, June 9, 1836. His mother's family, the Yardleys, were of English Quaker descent, coming over with William Penn. Mr. De Normandie entered Antioch College (Ohio) at its opening, in 1853, under Horace Mann, then the most distinguished educator in America, who took charge of this college, that here, without the barriers of tradition, he might carry out some of his high moral ideas in college training. After graduating, Mr. De Normandie taught a year in Washington University at St. Louis, and then entered the Harvard Divinity School. Graduating there in 1862, he was called to the South Parish, at Portsmouth, N. H., October, 1862, as the successor of Rev. Dr. A. P. Peabody. Here he became prominent in all the educational and philanthropic interests of that town, especially during the struggle of the Rebellion, and in the work of the Unitarian denomination, a contributor to its periodicals, a director for several years of the American Unitarian Association, and chairman of the National Conference for seven years. After being connected with the *Unitarian Review* in an editorial capacity for some time, he assumed entire charge of it in 1882. His pastorate in Portsmouth came to a close in 1883, when, after having received calls to several of the most prominent churches of the Unitarian body,—among which were the First Parish in Portland, Me., and the Church of the Messiah at St. Louis,—he accepted the invitation to take charge of the First Religious Society in Roxbury, the church made famous by the long ministry of the Apostle Eliot in its early history, and at a later date even more so by the remarkable ministry of Dr. Putnam, who is still regarded by a whole generation as one of the most eloquent and effective preachers Boston ever had. Since 1884, Mr. De Normandie has been president of the Board of Trustees of the Roxbury Latin School, which was founded about the time of the great grammar schools of England, during the revival of classical learning. In this capacity his erudition and scholarly attainments have proved invaluable.

JAMES DE NORMANDIE.

CHARLES WESLEY EMERSON, M. D., LL. D., preacher, author, teacher, orator, and founder of the Emerson College of Oratory of Boston, was born in Pittsfield, Vt., Nov. 30, 1837, the son of Thomas and Mary F. (Hewitt) Emerson. He comes of a race of ministers and learned men, and is a remote relative of Ralph Waldo Emerson. The family was ennobled by Henry VIII. Charles Wesley Emerson laid the foundation of his educational equipment in the public schools of his native State, supplemented by several years of scientific, philosophical and theological study. He graduated from the Medical College of Philadelphia, and coming to Boston passed through two departments — law and oratory — of the Boston University. Completing his theological studies with Rev. Dr. Tyler, he was ordained to the Congregational ministry in Windham County, Vt. For twenty years Dr. Emerson preached with phenomenal success, holding pastorates in several places in Vermont and Massachusetts. He built up weak parishes, relieved churches from debt, and everywhere preached to overflowing congregations. After twenty years of incessant pulpit and parish work his health became greatly impaired, and the resignation of his Fitchburg pastorate and withdrawal from public work became necessary. He then devoted himself to the study of voice and physical culture, and visited Europe for the further pursuit of his oratorical studies. On his return he spent some time in special study in hospitals, and was subsequently elected professor of physiology and hygiene of the voice in the Boston University School of Oratory. In 1880 he opened a school of oratory and physical culture in Pemberton Square, Boston, giving it the name of the Monroe Conservatory of Oratory. The number of students increased rapidly, new departments were added, and in 1886 the school received a charter from the State, with power to confer degrees, and become the Monroe College of Oratory. Four years later, by legislative enactment, the name of the institution was changed to the Emerson College of Oratory. The school now occupies the great granite building, corner of Tremont and Berkeley streets. The college year just closed witnessed an attendance of five hundred students. The faculty includes Dr. Emerson, president; Henry L. Southwick, secretary; Susie Rogers Emerson, principal of the department of physical culture; William J. Rolfe, lecturer on Shakespeare; John W. Dickinson, lecturer on pyschology; Daniel Dorchester, teacher of English literature; S. E. Sherman, teacher of anatomy and physiology; H. E. Holt and Albert C. Cheney, teachers of singing; Jessie Eldridge Southwick, teacher of dramatic expression; C. W. Kidder, professor of vocal physiology; Professor Trine, teacher of rhetoric; and six teachers of oratory, expression and physical culture. In the midst of a busy life, Dr. Emerson has found time to deliver many lectures, and has recently issued three books, — "The Evolution of Expression," "The Perfective Laws of Art" and "Physical Culture."

CHARLES W. EMERSON.

JAMES E. COTTER, a leading member of the Boston bar, and president of the Charitable Irish Society of Massachusetts, was born in Ireland in 1848. Left motherless in childhood, at the age of seven years he came to Marlboro, Mass., where his father became the owner of a small farm, upon which, and other farms, the boy worked during the summer months, attending school in the winter. Having received his education in the public schools of that town and at the Normal School at Bridgewater, he studied law with William B. Gale, of Marlboro, and in January, 1874, was admitted to the bar in Middlesex County. Removing to Hyde Park immediately thereafter, he has since practised his profession in Norfolk and Suffolk counties, his office being in the Sears Building, Boston. Almost from the very start, Mr. Cotter's legal career has been one of marked success. During the last ten years he has been retained in a number of important cases in the State and federal courts, being counsel in suits over the water supply of cities and towns, involving the value of franchise, and the property and rights of water companies; also in land damage suits, in a variety of actions of tort for personal injuries against cities, towns and railway corporations, in several noted will cases, and in actions against insurance companies. He was senior counsel for, and successfully defended, the section master of the Old Colony Railroad, who was indicted for manslaughter and charged with the immediate responsibility for the terrible railroad accident of Aug. 19, 1890, known as the "Quincy disaster." Mr. Cotter has held various public positions in Hyde Park. He has been chairman of the registrars of voters; member of the school committee for three years, the last year (1888), chairman; town counsel since 1878, with the exception of one year; chairman of the general committee that had charge of the celebration of the twentieth anniversary of the incorporation of that town; vice-president of the Historical Society, and charter member and director of the Hyde Park Social Club. He is a member of the Norfolk, Suffolk and American Bar associations. In 1874 and in 1877 he was the Democratic candidate for district attorney for the district, comprising Norfolk and Plymouth counties, and was the candidate of his party for presidential elector in 1884. He has declined nominations to other political offices, and is now devoting his whole attention to the practice of his profession. In March, 1892, he was unanimously elected president of the Charitable Irish Society, one of the old and honorable bodies of New England, many of its members being prominent and influential citizens in and about Boston. In April, 1892, he was admitted to practice in the Supreme Court of the United States, in Washington, D. C., on motion of Attorney-General Pillsbury. Mr. Cotter was married, in October, 1874, to Miss Mary A. Walsh. Six children have been born to them, five of whom are living. His residence is in Sunnyside, Hyde Park. Not yet past his prime, Mr. Cotter may well anticipate many years of honorable achievement.

JAMES E. COTTER.

OF Henry Austin, one of the most brilliant and versatile of the younger generation of New England poets, it has been said by a famous critic, that, as a master of the laws of versification, he has no living superior. But Henry Austin is not a mere versifier — he is both poet and philosopher. Edward Everett Hale has said: "Mr. Austin really has the eye which perceives the analogy between things visible and things invisible, and he possesses the lyric swing." His life has been full of interesting incident and adventure, and in many lands he has gathered the material for his productions. Henry Austin was born in West Roxbury, near Boston, Feb. 25, 1858. After attending the public schools of Dorchester, he was fitted for Harvard at St. Mark's School, Southboro. Instead of matriculating at Cambridge, however, he started on a tour of the Western States, and before his return to Boston had visited Japan, China, Malacca, India, Egypt, and Spain. Entering Harvard, he studied for a time, but did not graduate. His name, however, is carried on the rolls of the class of 1878. Going abroad again, he spent some time in Australia and England, after which he returned to this country and became connected with the newspaper press of Baltimore and Washington as reporter, editorial writer and art critic. For two years he did considerable dramatic work, translating from the French several comic operas now the property of Charles Ford, of Baltimore. He then went to New Orleans, and while there wrote many notable magazine articles. From the Southern metropolis he went to Arkansas, and in Garland County of that State he published and edited a daily newspaper. Returning to New Orleans and joining the staff of the *Times-Democrat*, he remained there several years. During this period he did a great deal of work for the press in general, sending syndicate letters regularly to over thirty American newspapers. Mr. Austin was also an official of the famous but ill-starred New Orleans Exposition. Relinquishing journalism, he went into business for two years, during which his pen was busy only at intervals. Receiving an invitation to join the editorial staff of the Boston *Herald*, he accepted it, and remained with that paper for two years. He then started a literary syndicate in connection with the Boston *Traveller*, which he continued for a time. Mr. Austin was actively interested in the Nationalist movement from its inception, and was one of the leading spirits in the formation of its clubs. He was the editor of the "Nationalist Magazine" during its first year. For the last two years he has been engaged in general literary work, "producing books for publishers," as he modestly puts it. Some of the best of his poems have been collected in a volume entitled "Vagabond Verses" (Boston, 1890). Mr. Austin is residing at present (1892) in Boston, temporarily, and is engaged in compiling a curious book to be called "The Pathos, Picturesqueness and Philosophy of Crime." He is also writing a novel in verse, illustrative of present social conditions.

HENRY AUSTIN.

# FRANCIS A. WALKER.

[See Portrait on Page 8.]

GENERAL FRANCIS A. WALKER, chairman of the Board of World's Fair Managers of Massachusetts, and president of the Massachusetts Institute of Technology, is a veteran in the public life of the country. A son of the economist, Amasa Walker, Francis A. Walker was born in Boston on July 2, 1840, graduated at Amherst in 1860, and began the study of law at Worcester. He joined the Massachusetts Volunteers, and served with distinction in the war, leaving the army as brevet brigadier-general of volunteers. For a time he taught the classic languages in the Williston Seminary, and was later an assistant editor of the Springfield *Republican*. In 1869 he became chief of the Bureau of Statistics in the United States Treasury Department, and in 1870 superintendent of the ninth census. During 1871 and 1872 he held, in addition to the superintendency of the census, the office of commissioner of Indian affairs. In 1873 he was elected professor of political economy and history in the Sheffield Scientific School of Yale University, and held this position until 1881, when he accepted the presidency of the Massachusetts Institute of Technology. During this period he occupied public positions as chief of the Bureau of Awards at the Philadelphia Exposition, and as superintendent of the tenth census. He also served as one of the United States Commissioners at the International Monetary Conference of 1878, a position which he was obliged to decline in connection with the conference of 1892. President Walker is an active member of scientific bodies, and has contributed much to their success. He is vice-president of the National Academy of Sciences, president of the American Statistical Association, member of the Advisory Committee of the American Academy of Political and Social Science, president of the Military Historical Society of Massachusetts, and was president of the American Economic Association for a number of years. He is a member of the International Statistical Institute, and an honorary fellow of the Royal Statistical Society of England. The degree of LL.D. was conferred upon him in 1881 by Amherst and Yale, in 1883 by Harvard, in 1887 by Columbia, in 1888 by St. Andrews, Scotland, and in 1892 by the University of Dublin. His official writings include annual reports as superintendent of the ninth census, 1870–72, as commissioner of Indian affairs, 1872, and as superintendent of the tenth census, 1879–81, and the following: "Commerce and Navigation of the United States," two volumes, 1868–69; "Ninth Census," four volumes, 1872–73; "Statistical Atlas of the United States," 1874; "Judges' Report on Awards," eight volumes, 1878; "Tenth Census," twenty-four volumes, 1883, *et seq.* President Walker has been a frequent contributor to the reviews, has delivered numerous addresses on economic, educational and military themes, and has published the following works: "The Indian Question," Boston, 1874; "The Wages Question," New York, 1876; "Money," New York, 1878; "Money, Trade and Industry," 1879; "Land and Its Rent," Boston, 1883; "Political Economy," New York, 1883 and 1887; "History of the Second Army Corps," New York, 1886; "First Lessons in Political Economy," New York, 1889.

MANAGER of the New England department of the New York Life Insurance Company, a position of great responsibility, Benjamin Shreve Calef has for years been prominent and influential in insurance circles, and is recognized as having done much to elevate the standards and the methods of the business. He was born in Maine, but his parents moving to Salem, Mass., he was educated there, graduating from the English High School. He then went to New York City and commenced his business career as clerk in an importing house. At the breaking out of the war, in 1861, he enlisted in the Ninth Regiment, New York State Militia. This regiment, which was the first to go out from New York in response to the call for three years' troops, relieved the Seventh Regiment, which had gone out for ninety days. Later, having been promoted to major, he assisted in organizing the three regiments of the famous Berdan Sharpshooters, and afterwards served on the staff of Major-General D. B. Birney, of the Third Army Corps. Major Calef was taken prisoner in the battle of the Wilderness, May 6, 1864, and was exchanged in December of the same year. On returning home he received, in recognition of his services, an appointment from President Lincoln as captain and aide-de-camp of volunteers. His health having been much impaired by his imprisonment, he was unable to accept the appointment, and resigned from the army in 1865. In the autumn following the close of the war, Major Calef associated himself with one of the oldest importing firms in Boston, from which he retired soon after the great Boston fire of 1872. In 1873 he entered upon the business of life insurance with the United States Life Company. He subsequently was connected with the Mutual Life, and in 1879 entered the service of the New York Life Insurance Company in Boston, and was appointed manager of the New England branch of the company in 1880, which position he continues to hold. Major Calef was one of the organizers of the Boston Life Underwriters' Association, its first vice-president, and second president. He was also prominent in organizing the National Association of Life Underwriters in 1890, and was the first chairman of its executive committee, to which position he was again unanimously elected at the annual convention in New York in 1892. Major Calef is a prominent figure in the business circles of Boston. He is a man of extended social relations, having held honorable positions in many of the leading clubs and public organizations of Boston. The patriotic spirit and tenacity of purpose that has marked his career is an exemplification of the influence of heredity. His paternal grandfather and great-grandfather were officers in the army of the Revolution, and Robert Calef, of Boston, will be remembered as the successful antagonist of Cotton Mather, in the days of the Salem witchcraft delusion. Major Calef is a handsome, soldierly man, still in the prime of life. His demeanor is vigorous though courtly. Mr. Calef's residence is on Marlborough Street, Boston.

BENJAMIN S. CALEF.

HUGH O'BRIEN has accomplished as much as any other living man for the cause of good municipal government in Boston. For four years, from 1885 to 1888, inclusive, he was mayor of the city, and his administrations were singularly able and free from blemish. The quality of the man and of his public service are evident from this extract from his inaugural address in 1886: "If the mayor stops waste and extravagance he makes determined and unscrupulous enemies of men whose sole object is public plunder, and who do not hesitate to resort to any means to accomplish their ends. Regardless of threats, regardless sometimes of adverse criticism from parties who do not understand the facts, I have given no quarter the past year to any who have abused the trusts confided to them, and with such an emphatic endorsement from my fellow-citizens, I feel encouraged to go on with the work. Political tricksters, who have merely some selfish purpose to gratify, will receive no countenance from me, no matter what party they may be identified with for the time being. It is by yielding to these men, on account of the few votes that they control, that municipal governments in all the large cities of the country have become a synonym for waste and extravagance and corruption." And Mayor O'Brien was as good as his word. He was born in Ireland, July 13, 1827. When he was five years of age his parents came to this country, and he received his education in the public schools of Boston, graduating from the grammar school that stood on Fort Hill. When in his twelfth year he entered the office of the Boston *Courier*, to learn the printing trade. From the *Courier* office he went to the book and job office of Tuttle, Dennett & Chisholm, of which he became foreman at the age of fifteen. Several years later he founded the *Shipping and Commercial List*, of which he was long the editor and publisher. His public career began in 1875, when he was elected to the Board of Aldermen. He was re-elected in 1876 and 1877; defeated in 1878; again elected in 1879, 1880, 1881, 1883, and was chairman of the board during the last four years of his service. He was a friend of the laboring interest, securing the passage of an ordinance regulating payment to workingmen by contractors with the city. He urged the abolition of the poll-tax as a prerequisite for voting, advocated the purchase of large areas for public parks, and was identified with the work of securing the improved sewerage system and enlarging the water supply. He has held the office of treasurer and general manager of the Brush Electric Light Company, president of the Union Institution for Savings, treasurer of the Franklin Typographical Society for many years, trustee of the St. Vincent Orphan Asylum, and has long been a recognized authority on all matters relating to the trade and commerce of the city. He has always been a firm believer in the future growth of Boston, and as alderman and mayor, covering a period of eleven years of active service, was a prominent factor in carrying out many reforms that have placed Boston at the head of the municipal governments of the country.

HUGH O'BRIEN.

CHARLES H. ANDREWS has for many years been a prominent figure in the journalistic circles of Boston, both as editor and as publisher. He was born in Boston, Jan. 29, 1834, the son of Justin and Tamar Andrews. After his graduation from the English High School of Boston he began his journalistic career in the office of the New York *Pathfinder*, a weekly journal, as assistant editor, being then only seventeen years of age. In April, 1852, he entered the service of the Boston *Herald*, and his connection with that paper is notable in many respects. On March 1, 1888, Mr. Andrews retired from active journalistic labors, after having been continuously in the service of the *Herald* for very nearly thirty-six years. During the greater part of this long term he was the news editor of the paper, and in all those years he lost in the aggregate less than one month's time from active duty. Any mention in detail of the career of Mr. Andrews must necessarily be also a mention of the Boston *Herald*, which for over half a century has been a representative, leading and influential newspaper. The *Herald* is one of the popular newspapers of Boston and of New England, its circulation is equalled by that of only one of the other eight dailies in the city, and its business patronage is extensive and profitable. The first issue of the *Herald* was in 1846, as an evening publication, "neutral in politics." It was small, of only four pages and twenty columns, and sold for one cent. In 1847 the *American Eagle* was absorbed, and ten years later the *Daily Times*. The success of the *Herald* was assured from the start. In its second year it was enlarged and it appeared morning, evening and weekly. In 1851 the weekly edition was suspended, and a few years later a Sunday edition started. In 1854 it was again enlarged, and in 1869 it came out in its present form, though of late years it has appeared on at least four or five days of the week as a ten or twelve-page paper, and on Sunday with from twenty-four to thirty-two pages. The Sunday edition of the *Herald* easily ranks with the very best publications of its kind. In 1869 the paper was purchased by R. M. Pulsifer & Co., the partners being R. M. Pulsifer, E. B. Haskell and Charles H. Andrews. In 1888 the paper was put into the hands of a close corporation, the stockholders being the old proprietors, together with E. H. Woods, John H. Holmes and Fred E. Whiting. Of this corporation Mr. Andrews is now vice-president, and though he has relinquished much of his active participation in the management of the paper, he maintains a deep interest in it and its steady onward progress, and much of his attention is given to its service. Mr. Andrews' wife was Josephine Maralio, and they have four children, — Charles S., Edward J., Blanche and George H. Andrews. His residence is on Beacon Street. It is as a keen, practical steady and conservative journalist that Mr. Andrews ranks among his fellow-craftsmen, who admire him for his useful qualities and steadfast industry as much as they like him for the sociability that distinguishes the other side of his character.

CHARLES H. ANDREWS.

TO awake and find himself famous, to be suddenly classed among the leaders of thought who but the day before had never even heard his name, — that has been the fortune of Solomon Schindler, the celebrated Jewish rabbi of Boston, to whose utterances the public has listened so attentively during the last half dozen years. Solely by his intellectual power has he made a reputation that others have striven for a lifetime to gain, and Rabbi Schindler, the rationalist, the thinker, the student of sociological problems, is a figure in the circles of cultured Boston that is at once their ornament and their example. His career is tinged with romance, and warped, too, with vicissitudes that make the prominence of his present position the more emphatic by contrast. He was born at Neisse, in Silesia, in 1842. His father was an official of the local Jewish church, and his mother the daughter of a noted Talmud scholar of a neighboring town. He was destined for the rabbinical profession, but the peculiar forces that were to shape the career of the youth were already at work in the liberalizing of the times. The more he studied the book of his ancestors the greater became his disbelief in many of its teachings. "I cannot believe in our Bible," he said once, when only nine years old, "it does not seem reasonable to me." Nevertheless, at the age of thirteen, upon the death of his mother, he was sent to Breslau to continue his rabbinical studies. But he was learning against his natural tendencies, and soon gave up his studies. He entered business life, for which he was wholly unfitted by nature, and in which he did not succeed. Two or three years later he was admitted as a government protégé to a Catholic seminary at Ober-Glogau, and in two years finished the three years' course, passing his final examination as a teacher at Breslau. He was subsequently a private tutor in Westphalia and in Dortmund. He married, and, with the aid of his wife, established a boarding-school, which he managed successfully until 1871, when he offended the Government by a radical political speech and was compelled to flee from the country. With a wife and three children, but with neither money nor friends, he landed in New York in July, 1871. Accepting aid of no one, he became a pedler on the streets, and afterward succeeded in obtaining work in a saw-mill. At last, when his affairs were at their lowest ebb, he was invited to take charge of a Jewish congregation just formed in Hoboken, N. J. His salary was only five hundred dollars a year, but he added to his income by teaching in a German-American academy. In 1874 he was called to the pastorate of the Temple Adath Israel, in Boston, and has remained here ever since. His Friday evening lectures on "Messianic Expectations," which he delivered in 1887, brought him at once into public notice and established his reputation as a vigorous and original thinker. His lectures have been continued since then, and by means of them he has contributed much to the religious and sociological literature of the day. Rabbi Schindler has been a member of the Boston School Committee for several years.

SOLOMON SCHINDLER.

TO the readers of Boston newspapers for the last fifty years the firm name of Samuel Hatch & Co. has been as familiar as a household word. There is probably no house in Boston that has been more closely identified with, and thoroughly acquainted with, the real estate interests of the city, or through which more transfers of houses and building lots have been made. Having been established in 1835, not many years after the incorporation of Boston as a city, the firm has seen the New England metropolis quadruple in size and population, and has been one of the factors in its development. The firm was founded by Samuel Hatch, who was one of the pioneers in the auction and commission business in New England, and for over half a century the house has maintained its high reputation for reliability and enterprise. The present junior member of the firm, Mr. Edward Hatch, was born in Boston. His education was obtained at the public schools, which he left in 1859. Three years later he went to work in the auction house of his uncle, Samuel Hatch, and, as employee or partner, has been with the firm ever since. The firm of Samuel Hatch & Co., at the time Mr. Edward Hatch became connected with it, was located at the corner of Water and Devonshire streets, where it remained until 1867. In that year the business was removed to No. 3 Morton Place, remaining at this stand until the great fire in November, 1872. Its office having been burned in that fire, the firm opened another in the Traveller Building at No. 9 Congress Street, and has continued there ever since. Mr. Edward Hatch was admitted to the firm in 1872, and for the last twenty years his name has been prominent in many of the heavy real estate transactions of the city, particularly in those of the South End and the Highlands. He conducts a general auctioneering business, selling houses, building lots, farms, and city and suburban property of all kinds. Besides doing a large business in real estate, the firm also sells household effects, furniture, stocks and merchandise of every description, giving especial attention to the sale of real estate and business chances. All sales entrusted to him are certain to be handled in the most judicious and satisfactory manner. Mr. Edward Hatch is one of the directors of the Real Estate Exchange and Auction Board, which was organized in 1889 for the purpose of furnishing information to real estate men, and to promote their general interests. It is modelled somewhat upon the plan of the New York Exchange, and is one of the most effective and successful organizations of business men in New England. His duties as director of the exchange, added to the management of his own affairs, keep Mr. Hatch fully employed. Mr. Hatch is a member of a number of social organizations, including the Norfolk and Massachusetts Yacht clubs, the Mercantile Library Association and the Boston Athletic Association. He is also secretary of the Bunting Club, and ex-treasurer of the Gardeners' and Florists' Club. Mr. Hatch is extremely popular both in business and in social circles.

EDWARD HATCH.

THE eloquent advocate, Thomas J. Gargan, is a true Bostonian, having been born in the New England metropolis Oct. 27, 1844. His parents, Patrick and Rose Gargan, were desirous of giving him a thorough education, and in addition to the excellent course obtained at the public schools, he received private instruction in literature and the classics at the hands of Rev. Peter Krose, S. J., by whom he was prepared for the Boston University Law School. He entered this institution, and in 1873 was graduated therefrom, receiving the degree of LL.B. He added to his legal equipment by a course of reading in the law office of Hon. Henry W. Paine. Mr. Gargan, while still in his teens, responded, in 1863, to the call of the Government for troops, and was mustered into the United States service with a commission as second lieutenant. At the expiration of his term of service he was honorably discharged. During part of his career. Mr. Gargan followed commercial pursuits. At the age of twenty he had charge of the Boston house of the dry goods firm of Wilkinson, Stetson & Co., agents for A. & W. Sprague, and Hoyt, Sprague & Co. While devoted to his profession and giving the major portion of his time to his large practice, Mr. Gargan takes a deep interest in all questions respecting the public welfare. During his active life he has held many positions of trust. In 1873 and 1874 he was president of the Charitable Irish Society. In 1868, 1870 and 1876 he served in the lower branch of the Massachusetts Legislature. He was a member of the Board of Overseers of the Poor in 1875, and in 1877–78 was chairman of the Board of License Commissioners of Boston. Mr. Gargan was a member of the Boston Board of Police in 1880 and 1881. His eloquence and patriotism, which are the heritage of his race, are frequently called into requisition. He delivered the Fourth of July oration in Boston in 1885, and in the following year delivered the oration at the centennial of the Charitable Irish Society of Halifax, N. S. Mr. Gargan was married in Boston, in September, 1867, to Catharine L., daughter of Lawrence and Catharine McGrath. The death of this lady, which occurred in the year 1892, was the one irreparable misfortune that has cast a shadow upon the life of the brilliant orator. Mr. Gargan has a beautiful summer residence at Marblehead, where he lives during the genial months of the year. Mr. Gargan is an earnest student of political economy, and in his public life he has already made for himself an honorable record. He is an enthusiastic advocate of tariff reform and a firm believer in clean political methods. His oratory is fervid and brilliant. Perhaps the greatest effort of his life was his powerful speech before the Charitable Irish Society at Halifax. Mr. Gargan's high standing at the Massachusetts bar and his excellent political record conspire to make him one of the most influential citizens in the Commonwealth. Having obtained an enviable position while in his prime, the future holds for him the promise of still greater renown.

THOMAS J. GARGAN.

GEORGE W. GALVIN, M. D., founder and surgeon in charge of the Boston Emergency Hospital, was born in Somerville, Mass., May 4, 1854, and was educated in the public schools. He fitted himself for the study of medicine, and graduated from the Harvard Medical School in 1876. In a competitive examination for the position of assistant at the Massachusetts Charitable Eye and Ear Infirmary, he received the appointment, and served four years at that institution. He began the practice of medicine and surgery in the South Cove district in 1885, and was appointed surgeon for the Old Colony and New York & New England railroads, to take care of accident cases at their stations in Boston. Being the only surgeon in that district, nearly all the casualty work was referred to him. He established an accident room in the United States Hotel in 1889, and in one year eight hundred injured people were treated there. Recognizing the great need of a hospital in that district, and desiring the co-operation of some of the younger members of the Massachusetts Medical Society, to which he belongs, he advocated, at a meeting of that organization, the immediate establishment of an emergency hospital in the business district. For some unexplained reason no action was taken by the committee appointed to investigate the matter. He consulted with the officers of the three southern railroads and of the West End Street Railway, personally interviewed nearly four hundred of the leading business men, and received substantial aid toward fitting up and equipping the new annex of the United States Hotel for hospital purposes. In 1892, it was incorporated as a public charitable institution, under the name of the Boston Emergency Hospital. It was a success from the outset, in the first eighteen months of its existence seven thousand injured people receiving treatment, twenty thousand dressings being made, and only fifty cases being referred to other hospitals. To-day it is admitted by those familiar with the subject that the district covered by this hospital has the best ambulance service of any city in the Union. Not over five or six minutes is consumed in reaching the desired destination, and the ambulance is never allowed to leave the hospital without a surgeon and assistant who are equipped to act on the spot. It is the only hospital to respond to calls, and there is not a moment's delay when the patient arrives at the hospital for treatment. In December, 1892, the hospital had outgrown its accommodations, and the whole building was leased for five years, at the expiration of which it is hoped that the treasury will have enough money to build and own its property. In 1888, Dr. Galvin published "Personal Impressions of the Hot Springs, Arkansas, with report of a case"; and in 1889, "The Value of Local Treatment of Pulmonary Diseases by Inhalation of Antiseptic Vapors." He is a son of John Galvin, superintendent of Long and Rainsford islands, and a brother of City Clerk John M. Galvin, and a twin brother of Thomas F. Galvin, the florist. Dr. Galvin's career of usefulness has only just begun.

GEORGE W. GALVIN.

GEORGE MANN FISKE, a son of George Fiske, a prominent citizen of Medfield, Mass., was born in that town in 1842, receiving his education there. In 1862, enlisting in the Forty-second Regiment, Massachusetts Volunteers, he served one year under General Banks, in the Department of the Gulf. For several years after the close of the war he was engaged in farming at Medfield, and in 1871, coming to Boston, became connected with Messrs. James Edmond & Co., manufacturers of fire brick and importers of sewer pipe, etc. He entered at once into a practical study of the business, and in 1877 the firm of Fiske & Colman was formed. In 1880 Mr. Fiske merged his business with that of the Boston Fire Brick Company, owners of the wharf and factory formerly occupied by Messrs. James Edmond & Co., and, becoming a stockholder and director therein, assumed the management of the whole concern. The Boston Terra Cotta Company was formed in 1881, the stockholders being practically the same as in the Boston Fire Brick Company, and of that also Mr. Fiske became treasurer and manager. Putting his whole energy into the manufacturing department, he has taken a leading part in the development of clay building material in this country, and has secured several United States and British patents on new and unique forms of brick and terra-cotta work. The two factories, one located on Federal Street, Boston, and the other on K Street, South Boston, employ about two hundred and fifty men, and produce large amounts of architectural terra-cotta and specialties in building brick. Mr. Fiske is also a pioneer in the successful production of constructive faience for interior and exterior work. This department was entered upon in 1890, and among the notable pieces of work already executed may be mentioned the corridor of "The Charlesgate," on Beacon Street, Boston, and the waiting-room in the Philadelphia & Reading terminal station in Philadelphia. The firm of Messrs. Fiske, Homes & Co. have prepared a fine exhibit for the World's Fair, which will show to what a degree of perfection their productions have been brought. Mr. Fiske is widely known and recognized as a leader and authority in his line of business, and his success is due to his thorough mastery of all the details of his calling, his broad, progressive ideas and his fertility in anticipating the public requirements. Amid his multitudinous cares, Mr. Fiske finds time to take an active part in civil affairs, having served in the city government of Newton, where he owns one of the finest residences of the "Garden City," and in other positions of trust and of honor. He married, in 1864, Sarah W. Wilder, daughter of Silas W. and Caroline E. Wilder. Their children are J. P. B. Fiske, a prominent electrical engineer, and Amy Plympton Fiske. Mr. Fiske is past commander of Moses Ellis Post, Grand Army of the Republic, of Medfield, and a prominent member of Charles Ward Post, of Newton. He has frequently delivered most eloquent Memorial Day addresses to the people in the different towns and cities of the State, and is very popular with the veterans.

GEORGE M. FISKE.

STARTING out into the venturesome world of business without friends and without capital, George O. Wales has achieved, while still a comparatively young man, one of the conspicuous successes in the commercial life of Boston — a success due not to speculation or to mere chance, but to his own pluck, ability and integrity. The firm of George O. Wales & Co., iron merchants, is well and favorably known throughout New England, as well as in the iron trade of the country. Mr. Wales has developed, from small beginnings, a large business that is conducted with great skill and energy. Parallel cases of uninterrupted success from the very start are not of frequent occurrence. By the introduction of original and aggressive methods, combined with foresight and rare business tact, Mr. Wales has been enabled to win the respect and confidence of all his business associates. The firm of George O. Wales & Co., whose offices are in the Mason Building, on Kilby Street, represents many of the largest and most reliable iron mills of Pennsylvania, dealing principally in the highest grades of goods, and making specialties of steel and iron plates and sheets, boiler tubes, boiler, tank and stack rivets, steam, gas and water pipe, and corrugated sheet iron. The demands of business, absorbing as they are, do not, by any means, take the whole of Mr. Wales's thought and attention, for he is devoted to his home life and is an ardent horticulturist and an art connoisseur. He takes pride in the beautiful homestead at Braintree, embracing twenty acres, where he still resides, and which he has brought up to a fine state of cultivation. He is also deeply interested in the subject of life insurance, and carries a very heavy policy. In 1870 Mr. Wales was married to Miss A. F. P. Howard, who died in 1886. He has five children, the eldest of whom is in business with his father. The second son is a student at Harvard. Mr. Wales is a member of the Massachusetts Horticultural Society and of the Art Club of Boston.

GEORGE O. WALES.

Mr. Wales is a native of the old presidential town of Braintree, Mass., where he was born in 1848, the son of George and Isabella C. Wales. He obtained his early education in the common schools of Braintree, and, after graduating from the High School, where he acquitted himself creditably, he came, in 1867, to Boston, having chosen for himself a mercantile career. Beginning in a modest way as entry clerk for the wholesale millinery house of Sleeper, Fisk & Co., he worked his way up to the position of book-keeper. He served this firm faithfully for three years, and then, being desirous of widening his business experience and familiarizing himself with other lines of trade, he went as head book-keeper to the firm of Albert Thompson & Co., wholesale leather dealers. In this position he remained one year, and then, in 1871, when but twenty-three years of age, he started in business for himself, and laid the foundations of what is now one of the most respected firms in Boston. Its growth has been rapid but normal. Taking the New England agency of some of the Pennsylvania iron mills,

TO the proverbial nicety of taste exercised by the wealthy citizens of Boston in matters combining style and comfort, is due the high standing enjoyed by the carriage-making industry among the trades of Massachusetts. This industry has experienced great advancement during the last score of years, and now the amount of capital invested in it is counted by millions of dollars. The admitted leader in this trade, and the man whose brain has conceived many original ideas in the construction of carriages to please the most exacting lovers of road driving, is Mr. Chauncy Thomas, whose factory and warerooms occupy two six-story buildings on Chestnut Street, at the west end of Boston. He holds patents on twenty or more inventions useful in his trade and has evolved innumerable conceits which have been copied very extensively. As the business of Mr. Thomas sprang from a small beginning and arose to its present importance by virtue of his own untiring efforts, the history of his life challenges the attention of admirers of self-made men. He was born in Maine in 1822, his parents, who are direct descendants of the Old Colony Puritans, having moved from Hingham, Mass., to the Pine Tree State in 1819. When he was sixteen years of age he was apprenticed to the carriage-making business in Bangor, Me., and subsequently came to Boston, where he worked in the capacity of a journeyman until 1852. While working as an employee, Mr. Thomas displayed, in a remarkable degree, a gift for drawing, and he seized every opportunity to develop that talent, thus acquiring an advantage which ever since has served him well. In 1852 Mr. Thomas went to West Newbury, Mass., where, in conjunction with other young men, he established a carriage factory. The principal event of his seven years' stay in that locality was his marriage, Mrs. Thomas being the daughter of the late Daniel Nichols of the town named. Leaving West Newbury in 1859, Mr. Thomas, with his brother-in-law, set up a factory in Roxbury and there constructed carriages, ambulances and army wagons. In a short time this partnership was dissolved, and Mr. Thomas came to Boston, where he transformed an old boat-house, located on the banks of the Charles River, within a few yards of the site of his present establishment, into a carriage factory. During the thirty years which have since passed, Mr. Thomas, by giving constant personal supervision to his business, by his ability to design in a way to please, and by his readiness to conceive original ideas to meet the æsthetic as well as the practical tastes of the people of the Back Bay, has built up a business which is an honor to the State. Although devoted to business, Mr. Thomas has time to indulge his literary tastes. He not only reads extensively but also writes interestingly. Mr. Thomas is the author of "The Crystal Button" (published by Houghton, Mifflin & Co., Boston), a most ingenious and fascinating work of the imagination, portraying the possibilities of an ideal civilization when the problems of natural and social science shall have been fully solved.

CHAUNCY THOMAS.

INVENTIVE talent, business sagacity and indomitable energy have placed Alonzo G. Van Nostrand, while still a young man, in the front rank of New England's men of affairs. He was born in Brooklyn, N. Y., July 3, 1854, the son of Hon. William T. and Mehetabel (Bradlee) Van Nostrand. His maternal grandfather was Thomas Bradlee, of Boston. Mr. Van Nostrand's parents moved to Boston when he was four years old, and he first went to the Hawes and then to the Lincoln grammar schools in South Boston, graduating from the English High School in 1872. He then went immediately to work in his father's brewery in Charlestown, devoting himself night and day to the business, and becoming so identified with it that in 1878, at the age of twenty-four, he was admitted to the firm as partner. In 1879 Mr. Van Nostrand originated the "P. B." trade-mark for his ale, which has since become so famous in New England. In 1886 he conceived the idea of bottling an ale in the English fashion to compete with Bass, and in that year established the bottling department. This proved so successful that he built a model bottling house of his own planning, and to-day has the largest output of any American ale bottler, selling last year over half a million bottles of P. B. ale. In November, 1891, he built a lager beer brewery, and May 1, 1892, purchased his father's interest in the ale brewery, becoming sole proprietor of what is now known as the Bunker Hill Breweries. Mr. Van Nostrand is the youngest man operating a brewery in Massachusetts, and his establishment is also the oldest in the State, having been founded in 1821. The P. B. ale has a reputation second to none in the Commonwealth, and is the only malt liquor used in the Massachusetts General and the Boston City hospitals and other institutions for the sick and convalescent. The Bunker Hill breweries cover about three acres of land, with a frontage of four hundred feet on Alford Street, Charlestown. Before the spot is reached their location is made known by a tall tower on one of the buildings of the group used for brewing purposes. This tower and belfry were removed from the old Boylston Market, an ancient Boston landmark of considerable historical interest, built in 1809 and demolished in 1887. It was rebuilt exactly as it stood on the old market, and is cherished highly by Mr. Van Nostrand, who does not forget the time when he with thousands of Boston high school boys were obliged to drill in the old Boylston Market Hall. Mr. Van Nostrand is a member of various social and business organizations, among which are the Boston Chamber of Commerce, the Boston Art Club, the Eastern Art Club and the Ancient and Honorable Artillery Company. He is also a prominent member of the Boston English High School Association. He was married in 1885 to Miss Sadie G. Foque, daughter of Theodore N. Foque, of Malden, Mass., and has one child, William Theodore Van Nostrand. His residence is at No. 286 Newbury Street, Boston. He is one of the progressive business men of the Commonwealth.

ALONZO G. VAN NOSTRAND.

IT is a rare combination of talents which enables a man to succeed in war, letters and business affairs, and these talents have met in the versatile author of "Patroclus and Penelope." Theodore Ayrault Dodge belongs to an old New England family, his maternal great-grandfather being General Seth Pomeroy, of Bunker Hill fame. Colonel Dodge was born in Pittsfield, Mass., May 28, 1842, and was educated abroad. After studying military science four years at Berlin, Germany, under Major-General Von Frohreich of the Prussian army, and taking a course of lectures at Heidelberg, he graduated at the University of London in 1861. He then returned to America and enlisted as a private in the Union Army, serving for two years in the Army of the Potomac under Generals Kearney and Howard. His field service terminated at Gettysburg, where he lost his right leg. Colonel Dodge received four brevets for gallantry, — two in the volunteer and two in the regular service. He became first lieutenant Feb. 13, 1862; captain in the Veteran Reserve Corps, Nov. 12, 1863; brevetted major, Aug. 17, 1864, and colonel, Dec. 2, 1865. He was made captain of the Forty-fourth Regular Infantry, July 28, 1866, and served as chief of the bureau of enrolment in the War Department until April 28, 1870, when, under the act of Congress by which all wounded soldiers were taken from active service, he was placed on the retired list of the army, where he still holds his commission. He has been connected with various business enterprises in Boston which, under his management, have been made successful. He is now president of the Boston Woven Hose and Rubber Company. Colonel Dodge's tastes, however, like those of his father and of his son, are literary. For some years he has been engaged on a history of the art of war, entitled, "Great Captains — Six Lectures," of which three volumes, bringing the subject down to the fall of the Roman Empire, have been published. Colonel Dodge is an enthusiastic horseman, having been in the saddle forty years, and ridden, as he estimates, over a hundred thousand miles. His "Patroclus and Penelope; a Chat in the Saddle," is a recognized authority on horsemanship both in Europe and America. Colonel Dodge has also published "A Bird's-Eye View of our Civil War" and "The Campaign of Chancellorsville." In addition to these works, which are sufficient to establish his reputation as an historian and military critic, Colonel Dodge has contributed much to periodical literature, and has delivered a number of lectures on military subjects at Harvard College, before the Lowell Institute, and elsewhere. He has been an officer of the Military Order of the Loyal Legion, is a member of the St. Botolph and Country clubs, and in 1887 was president of the Papyrus Club. In 1865 Colonel Dodge married Miss Jane Neil, a grandniece of Chief Justice John Marshall, of Ohio. She died in 1891, leaving him three children, one of whom was editor of the "Harvard Monthly" while at college. Colonel Dodge's home is in Brookline. He is now (1892) making a tour of the world.

THEODORE A. DODGE.

WILLIAM FRANKLIN DRAPER, manufacturer, veteran and congressman, was born in Lowell, Middlesex County, on April 9, 1842, the son of George and Hannah B. (Thwing) Draper. His early education was gained in the public schools of his native city, supplemented with a year or two of academic training. When sixteen years of age he went to work in a cotton mill, and made a study of the processes of manufacturing cotton goods. The war came, and though only nineteen years of age Mr. Draper enlisted in Company B, Twenty-fifth Massachusetts Volunteers, a company recruited in Milford. He was promoted through the various grades to that of first lieutenant, and when the Thirty-sixth Regiment was formed in Worcester he was made captain of Company F. Faithful and gallant service soon made him major, then lieutenant-colonel, and while holding the latter rank he was in command of a brigade in the Army of the Potomac. He was wounded in the battle of the Wilderness, May 6, but after partial recovery he returned to the front and commanded his brigade at Weldon Railroad. He was brevet brigadier-general when mustered out, Oct. 12. Returning from the war, General Draper engaged in the manufacture of cotton machinery, and since his father's death, in 1887, he has been the head of the firm of George Draper & Sons, widely known as the leading introducers of improvements in cotton machinery in this country. Besides this, he has been directly connected with many other large manufacturing concerns, and is now an officer of a large number of corporations, covering the manufacture of machinery, cotton cloth, shoes, electrical goods, also railroads, gas and water companies, insurance, etc. He possesses strong inventive talent, and has personally patented nearly fifty different inventions, some of them of great importance. They were principally on looms and spinning frames, though there is hardly a machine in use in the cotton industry that has not been improved by inventions made or introduced by him or his firm. The production of cotton spinning machines has been doubled by the Draper improvements, and the cost of the process divided by two. More power has been saved by them than is furnished by the Merrimac River to the great manufacturing cities of Lowell, Lawrence and Manchester. General Draper is admittedly the first expert in this country on spinning machinery, and has written several standard articles on this and other mechanical subjects. The protective tariff has been with him a special field for research, and he has personally investigated, at great length, economic conditions, both in Europe and this country. His pamphlet and magazine articles on the tariff have been widely read and discussed. He has twice been president of the Home Market Club, founded by his father. He is also a member and officer of the Arkwright Club. In 1892 he ran against George Fred Williams for Congress from the eleventh district. General Draper was elected by an overwhelming majority.

WILLIAM F. DRAPER.

# ALFRED WINSOR.

IN the vast shipping interests of Boston the tow boat service has come to be one of the most important departments. It is a business that has grown with the commerce of the city, and is now largely in the hands of the Boston Tow Boat Company, which was first organized in 1855, and began business with one tug, the "William Sprague." From this humble beginning the present company, owning a fleet of steamers, barges, tugs, lighters, grain elevators and perfected apparatus for wrecking has developed. Some of the most notable wrecking and towing feats on record have been accomplished by the force of the Boston Tow Boat Company — feats that a quarter of a century ago would have been considered quite impossible. The saving of the Belgian steamer "De Ruyter," wrecked on Scituate beach in 1890; the raising of the barge "Atlas," wrecked off Hyannis in the same year; the raising of the "H. M. Whitney," sunk by the "Ottoman" in Boston harbor in 1892; the towing of the steamer "Akaba" from Turk's Island nearly to New York, and of the steamer "Federation," from Bermuda to Philadelphia in 1892; the bringing of the Joggins raft to New York — these and other splendid achievements have attracted widespread attention among marine underwriters and in the shipping world generally. The Boston Tow Boat Company has been the first to demonstrate that ocean towing is practicable. The company was incorporated in 1873, and in 1875 went into the transportation business, building two large steamers, the "Saturn" and the "Orion," for carrying coal and towing barges. They are the only two American-built "tramp" steamers afloat, and the latter is said to be the strongest iron steamer ever built in the United States. Besides these steamers, the Boston Tow Boat Company owns twenty barges, twenty tugs, twenty-five lighters, three wrecking lighters, a water-boat, floating derrick and floating coal hoisters. Its wrecking gear, with pontoons, coffer-dams, pumps and hydraulic lifts, is the most elaborate on the Atlantic coast. The company maintains a wrecking plant at Vineyard Haven. Mr. Alfred Winsor is president of this company, and likewise of the Boston & Philadelphia Steamship Company, the oldest coastwise line from the port of Boston. It originated in 1852, with two small steamers that sailed from T Wharf. In 1872 the company purchased the Keystone line, running between Providence and Philadelphia, and has since operated it. The following year the consolidated lines were incorporated with a capital stock of $713,000, and with Mr. Henry Winsor, of Philadelphia, as president. He died in 1889, and upon the reorganization of the company in 1891, his nephew, Mr. Alfred Winsor, was chosen president. In its experience of over forty years, the company has lost but one steamer, — the "Palmetto," which was sunk off Block Island in 1858, — and has made an exceptional record for regularity. It now runs three steamers on the Boston and three on the Providence line. Mr. Winsor is also president of the North Atlantic Steamship Company, which was incorporated in 1892, with a fleet of three steamers plying between Boston, Halifax, Port Hawkesbury and Charlottetown.

# JOSHUA MONTGOMERY SEARS.

RANKING third in wealth among the capitalists of New England, and being the second largest individual real estate owner in Boston, Joshua Montgomery Sears has added to the many millions which he inherited from his father. He is the son of Joshua Sears, and was born in Yarmouth, Mass., on Christmas Day, 1854. His father, who came of an old Cape Cod family, started in business without capital, and within a few years became one of the wealthiest of Boston's East India merchants. His residence was the handsome house on Beacon Street now occupied by the Somerset Club. Marrying late in life, he died while his only son, J. Montgomery, was quite young. Alpheus Hardy was one of the guardians of the boy, who received his early education at a private school in Andover, Mass., from which he was sent to Germany, where he continued his studies. Returning to America in 1873, at the age of nineteen, he entered Yale College and was graduated in the class of 1877. On Sept. 18 of the same year he was married to Sarah Carlyle, daughter of Charles F. Choate, of Cambridge, who is now the president of the Old Colony Railroad. Mr. and Mrs. Sears have since resided in Boston. Though the care of his large estate requires much of his attention, he nevertheless finds time for much practical philanthropy. Among his public charitable works is the West End Workingmen's Club, which he established on the lines laid down by Robert Treat Paine in the Wells Memorial Workingmen's Institute. In connection with Rev. Phillips Brooks, Alpheus Hardy and others, Mr. Sears organized the Poplar Street Club, the purpose of which is to counteract the influence of the saloon among the poorer classes. Mr. Sears also presented to the Episcopal parish at Marlboro, Mass., a fine new edifice. He is the heaviest individual taxpayer in Boston, his finest piece of real estate being the Sears Building, at the corner of Court and Washington streets, which is considered to be the most remunerative property in the city, as it is one of the handsomest office buildings. Mr. Sears's Boston residence is on Arlington Street. He owns a magnificent farm at Southboro, Mass., and his stables there are filled with blooded stock. He is one of the summer residents of Bar Harbor, and though he is the wealthiest man there, his cottage is one of the most unpretentious. Both Mr. and Mrs. Sears are ardent amateur musicians, and the musicales at their home during the winter season have become celebrated. Mr. Sears is also a prominent patron of art, his collection being one of the best in New England. Many of the best examples of the modern French and Flemish schools adorn his collection, which has been selected with rare taste. He is a member of the Somerset, Union, Country and St. Botolph clubs, and of the Eastern Yacht Club, his steam yacht "Novya" being one of the fine pleasure craft on the Atlantic waters. Mr. Sears is called "the Boston Astor," and like the Crœsus of the metropolis, he is extremely modest, unassuming and quiet in his tastes.

# J. MALCOLM FORBES.

THE yacht "Puritan," defender of the America's cup, and Nancy Hanks, queen of the turf, are both owned by J. Malcolm Forbes, whose wealth and talents have contributed so much toward the encouragement of American yachting, and whose name has become familiar on every race course in the country. He is the son of John Murray and Sarah Hathaway Forbes, and was born in Milton, Massachusetts. His ancestors were Scotch, belonging to the clan Forbes in the days of Wallace and Bruce, and numbered many fighters among its numbers. One of Mr. Forbes's paternal ancestors was Dorothy Collingwood, sister of Admiral Lord Collingwood, who was in command with Nelson at the battle of Trafalgar, and succeeded to the latter's place when he died. John Murray Forbes, great-grandfather of J. Malcolm Forbes, was the first of the family, though not the first of the name, to come to America. John Murray Forbes and his brother, Captain R. B. Forbes, have been very prominent in American commercial and maritime affairs, the latter being the first to build and sail the American clipper rigged vessel. J. Malcolm Forbes was educated in private schools and at the English High School in Boston, from which he graduated in 1863, at the age of eighteen. He soon after went into business in Boston with his father, who had built up a large China and East Indian trade. Mr. Forbes early took an active interest in the higher class of athletic sports, and especially in yachting. He made a number of voyages, including one to Fayal on the fisherman "Fredonia." Mr. Forbes built the schooner yacht "Rambler," which won the Cape May cup in 1879, and subsequently built the sloop "White Cap," the Scotch cutter "Byadere" and the schooner "Wanda." He was one of the syndicate which owned the "Puritan," and he now owns her. He was commodore of the Eastern Yacht Club, of which the "Puritan" is the flag-ship. Though retaining his lively interest in yachting matters, Mr. Forbes has during the past few years been devoting much attention to the breeding of fast horses. He owns an extensive stock farm at Chatham, Mass., where some of the finest horses in the country are to be found. Besides the peerless Nancy Hanks, Martha Wilkes and the great Arion, there are many other turf record-breakers owned by Mr. Forbes. He is a director in many railway and manufacturing corporations and a partner in the mercantile firm of J. M. Forbes & Co. He is a member of the Country Club, the Boston Athletic Association and the Massachusetts Humane Society Association. Mr. Forbes has been twice married, the first time to Miss Jones, daughter of Edward C. Jones, of New Bedford. She died, leaving him four children. His second wife was Miss Rose Dabney, of California. The Forbes family residence is at Milton, Mass., and in the summer on Naushon Island, which belongs to the family and is situated between Buzzard's Bay and Vineyard Sound.

SALEM is a rare old municipality, — rare because of its individuality, history, and the many distinguished men it has reared and sent out into the world. It was first settled in 1626 by Roger Conant and others, and incorporated as a city in 1836, Leverett Saltonstall being the first mayor. Many of the buildings seen about the city are after the colonial style of architecture, some of which were built more than a century ago, and present an ancient but pleasing appearance. The place would be great in history were it to risk its laurels solely on the record and achievements of the old-time merchants and ship-masters. In 1825 there were 190 vessels owned in Salem, and it was her ships which were the first from this country to display the American flag and open trade with Zanzibar, Sumatra, Calcutta, Bombay, Batavia, Arabia, Madagascar, St. Petersburg and Australia.

Salem has the high honor of having had as a resident the first governor of the colony. July 20, 1629, was set apart by Governor Endicott "to be a solemn day of humiliation for ye choyce of a pastor and teacher at Salem." Rev. Mr. Skelton and Thomas Higginson were chosen to the respective positions. The vote was taken by each person in the colony writing in a note the name of his choice. This was the origin of the use of the ballot on this continent.

In 1692 the Witchcraft delusion sprang up in the colony. Much of the history which has been written on this subject is misleading, in that Salem seems to be the only place designated or given prominence where the delusion prevailed, when, as a matter of fact, it was widespread, extending over many countries of the Old World. Nineteen persons condemned for witchcraft, among whom was Rev. George Burroughs, were publicly executed in Salem.

The wars of the Revolution, 1812 and the Rebellion found Salem men well to the front battling for the supremacy of the old flag, many of whom fell in action. The first provincial congress assembled in Salem, Oct. 5, 1774, which passed, during its session, a vote renouncing the authority of the British Parliament. The first blood shed in the war of the Revolution was at North Bridge, Salem, Feb. 26, 1775, where Colonel Timothy Pickering and his brave compeers successfully disputed the march across the bridge of Colonel Leslie and his regiment of British redcoats.

In 1812 Salem furnished for the war nearly as many privateers as the rest of the country. In the latter part of the last century and the beginning of the present, the town outrivalled Boston in maritime importance, having almost the entire monopoly of the East India trade.

Salem is widely known for its inventions. The first electric light in a dwelling-house in this country was used by Professor Moses G. Farmer, at his home on Pearl Street, in July, 1859, while the first practical test ever made of a telephone was by Professor A. G. Bell, who sent a dispatch from Lyceum Hall to the Boston *Globe*, Feb. 12, 1877.

Salem is the birthplace of many noted men, including Timothy Pickering, the famous statesman; Rev. Samuel Johnson, the noted liberal preacher; William H. Prescott, historian; Nathaniel Hawthorne; John Pickering, the scholar and Greek lexicographer; John Rogers, whose character groups are everywhere familiar; Benjamin Pierce, the mathematician, and Nathaniel Bowditch, the world-renowned navigator.

There are radiating from the city proper several lines of electric railways; also several lines of steam railways. The Willows and Juniper Point, about two miles from this city, are well-known summer resorts. Among the educational institutions are the public library, Salem Athenæum, the Essex Institute for the promotion of history, science and art, Essex County Natural History Society, the Peabody Academy of Science, and the Marine Society, composed of ship-masters. The charitable institutions are the Associated Charities, Old Men's and Old Ladies' homes, Woman's Friend Society, Plummer Farm School, Seamen's Orphan and Children's Friend Society, Orphan Asylum, The Fraternity and Young Men's Christian Association.

There are many points of historical interest within the city, among which are the First Church, built in 1629; Roger Williams's house, erected in 1635; the witchcraft sites; the house in which Hawthorne was born; Timothy Pickering mansion, built in 1649, and other places which have been designated by bronze tablets.

ROBERT S. RANTOUL has been elected mayor of Salem, by an increasing vote, four years in succession. He is the son of Hon. Robert Rantoul, Jr., and Jane (Woodbury) Rantoul, and was born at Beverly, June 2, 1832. The name is Scotch, and has been traced back, in Kinross, to 1355. His early education was received at the Beverly Academy and at the Boston Latin School, where he prepared for college. He was graduated from Harvard in 1853, and, having pursued his legal studies in the Dane Law School and in the office of Hon. Charles G. Loring, began the practice of law in Salem in 1856. He soon interested himself in local and national politics, and was, in 1856, secretary of the first Fremont Club in Essex County; represented Beverly in the lower branch of the Legislature in 1858, where he formed an acquaintance with Governor Andrew which ripened into a lifelong friendship; took an active part in the Lincoln campaign of 1860, and was the working officer of the Salem Union League until Lee's surrender, conducting a memorable series of meetings at Mechanic Hall in support of the war. He was appointed by President Lincoln, in 1865, collector for the port of Salem and Beverly, and served until 1869, when General Butler, whose election to Congress Mr. Rantoul had publicly opposed, defeated his reappointment, though it was asked for by every merchant doing business at the port. Mr. Rantoul was, until 1888, allied with the Republican party, and was active in both city and State committees. Of late years, however, the position of the Democracy on the tariff and other questions more nearly according with his views, he has identified himself with that political party. He was a member of the Legislature for Salem in 1884 and 1885, and was first chosen mayor in 1889, being annually re-elected since that year. His administration of this office has been conservative and businesslike. In 1863–68 he was largely instrumental in bringing the water of Wenham Lake into Salem, was arbitrator between the Commonwealth and the Massachusetts Historical Society in the matter of the Hutchinson papers in 1873, was orator at the centennial celebration of American independence at Stuttgart, Germany, in 1876, spoke for the United States at the dinner given to General Grant in Paris in 1878, and was orator at the commemoration of the two hundred and fiftieth anniversary of Winthrop's landing at Salem in 1880. For a period of six or eight years he was engaged in antiquarian pursuits and in editorial work on the Boston *Evening Transcript*. His many published writings include "The Cod in Massachusetts History" (1865), "Notes on Old Modes of Travel" (1872), "The Essex Junto" (1882), "The Name and Family of Rentoul — Rintoul — Rantoul" (1885), "The Ancient Family of Woodbury" (1887), "The Spirit of the Early Lyceums" (1888), "Port of Salem," "The Long Embargo," and "The Great Topsfield Caucus of 1808." Mr. Rantoul was married at Salem, May 13, 1858, to Harriet C., daughter of David A. and Harriet (Price) Neal.

ROBERT S. RANTOUL.

WILLIAM CROWNINSHIELD ENDICOTT was born in Salem, Mass., Nov. 19, 1826. He is a lineal descendant of John Endicott, the first governor of Massachusetts Colony. In his veins also mingles the blood of the Putnams and Crowninshields, the latter being his maternal name. Crown-in-shield was a German nobleman, who came to this country in the early days of the colony and settled in Salem. John Endicott was the head of the first popular local government established in America. He was among the six original patentees of the grant made by the great council at Plymouth. Governor Endicott was an impetuous man, but clear-headed and liberal. He dealt judiciously with the Indians, and in a friendly spirit. The famous sword with which Governor Endicott cut the cross from the King's colors, has, together with the original portrait and other relics of the governor, been handed down through the line of the oldest sons, and is now in the possession of the subject of this sketch. He was always prominent in public affairs, and if at times seemingly intolerant, this manifestation, as history has shown, was confirmatory of his devotedness to the new government. With such an ancestry it is not to be wondered at that William C. Endicott has made his influence felt in the world. Salem, the place of his residence, is dear to him, with its many pleasing and historical associations, connected with his early ancestry. The house in which he lives is situated on Essex Street. It is a large, two-story structure with hip roof and dormer windows, the interior of which is divided into spacious wainscotted rooms, which are adorned with antique carvings. Large open fire-places are conspicuous, suggestive of the early times. In this house he passes the pleasant days of his retirement. Not an old man either in years or appearance, yet he is not courting political honors, as both the county and State have richly remembered him in this direction. Mr. Endicott was married, Dec. 13, 1859, to Ellen, daughter of the late Colonel George Peabody, a wealthy and talented gentleman of the old school. He received his preparatory education for Harvard College in the Salem Latin School, and graduated from the University in 1847. He was admitted to the bar in 1850, and immediately entered upon the practice of his profession in Salem. His abilities as a lawyer were soon recognized, and these, combined with a grace of deportment and dignity of character, won for him from Governor Washburn the appointment of justice of the Supreme Jucial Court, in which capacity he served from 1873 to 1882. He was elected president of the Peabody Academy of Science in 1863, and was president of the Salem National Bank from 1857 to 1873. In 1884 he was the Democratic candidate for governor of Massachusetts, and in 1885 he entered President Cleveland's cabinet as secretary of war, in which office he continued the full term. He has two children, a son and daughter, the latter the wife of Hon. Joseph Chamberlain, of England. Mr. Endicott was one of the most scholarly judges the State has known.

WILLIAM C. ENDICOTT.

SAMUEL ENDICOTT PEABODY, president of the American Loan and Trust Company, was born in Salem, Mass., on April 19, 1825, the second son of Colonel Francis and Martha (Endicott) Peabody. Martha Endicott was a direct descendant of John Endicott, the first governor of the Massachusetts Bay Colony, who settled in 1628 in Naumkeag, which was afterward known as Salem. Colonel Francis Peabody was a famous Salem merchant and a very large ship owner. Mr. Peabody's early education was gained in Salem and he entered Harvard, but remained only one year. Preferring a life and career of more activity than his college course seemed to promise, he went to sea in one of his father's vessels. Soon after his return from that voyage Mr. Peabody engaged in business in Boston, on India Wharf, with Franklin Curtis, under the firm name of Curtis & Peabody. The firm was in the India and China trade and owned many ships, and continued in business many years. Mr. Peabody's home was all these years in Salem. In 1875, with his wife and five children, Mr. Peabody removed to London, England, and became a partner in the house of J. S. Morgan & Co., American bankers. This house had formerly been known as that of George Peabody & Co. He remained there in business eight years, and then again removed to America. He purchased the old family residence, formerly owned by his father, known as "Kernwood," in Salem, and he makes that his home now, being there seven or eight months of each year, and in the winter months at 205 Commonwealth Avenue, in Boston. It was Mr. Peabody's intention to retire from business when he returned to America, but his mental and bodily activity soon again led him into the old accustomed paths, and he was induced to accept the position of director in various moneyed and industrial enterprises, among them the American Loan and Trust Company, now located in the new Exchange Building, 53 State Street, Boston. Upon the death of the late Ezra H. Baker, Mr. Peabody was made president, which position he still fills. The American Loan and Trust Company is one of the most widely known and soundly conducted institutions of its kind in the country. Mr. Peabody has in late years been interested in electrical manufacturing enterprises, and was, until the formation of the General Electric Company, a director in the Thomson-Houston Company. He is also a director in various other institutions. He was for many years president of the Salem National Bank, and is at present largely interested in real estate in that ancient city, and he has always taken an active interest in her progress. Mr. Peabody's life has been one of constant and busy occupation, though he has never held public office. At Salem, in 1848, Mr. Peabody married Marianne Cabot Lee, daughter of the late John C. Lee, a former partner in the house of Lee, Higginson & Co. Their children are: John Endicott, Colonel Francis, Rev. Endicott (who has established a school for boys at Groton, Mass.), Martha Endicott, wife of John Lawrence, and George Lee Peabody.

SAMUEL ENDICOTT PEABODY.

JOSEPH BARLOW FELT OSGOOD, the second son of William and Elizabeth Curtis (Felt) Osgood, was born in Salem, Mass., July 1, 1823. He was given the full name of his uncle, Joseph B. Felt, D. D., the noted antiquarian and annalist of Salem, whom Mr. Osgood has justly memorized by presentation of the doctor's portrait, and a good portion of his rare library, with additional liberal gifts of the donor's own books and money, to the Salem Public Library. Mr. Osgood was educated at the English High and Latin Grammar schools of Salem; in 1842 he matriculated at Harvard, graduating in 1846. He was admitted to the Massachusetts bar July 25, 1849, and immediately opened a law office in Salem, where he has practised until the present time. Availing himself of proffered positions, he laid the foundation of a successful business while serving as a member of the Salem Common Council from 1849 to 1853, inclusive, and during the same period served as representative in the General Court session of 1850, in the famous Coalition Legislature of 1851, and in the Legislature of 1852, with his classmate, Senator George F. Hoar. He was also a senator in the Massachusetts Legislature in 1859 and 1860. Mr. Osgood regarded all these positions as aids to success in his legal profession, and gradually smothered all future ambition of political preferment under the self-persuasion that even in the quiet city of his birth professional work would yield him a comfortable support of a happy and unobtrusive life. In December, 1864, while absent from home, Mr. Osgood was nominated and elected by the Republican party as mayor of the city for the closing year of a great public trial and anxiety, but he brought to the unsolicited position the same admirable good sense, unselfishness and independent spirit which he had elsewhere displayed, and by his administration — a model one in temper and tone and practical results — gave to the city true, faithful and honorable service. He is now the oldest surviving mayor of the city. In July, 1874, Governor Talbot appointed Mr. Osgood justice of the first district court of Essex County, when first established. He had not essayed to be a pleader in courts, but as a veritable counsellor-at-law had reaped such emoluments from a large probate, trust and confidential practice as justified him in accepting the new honor extended. His superior legal training and strong mental and moral traits for fourteen years placed the court distinctly upon the side of law and order, of temperance and social purity, thereby securing for himself the lasting respect and confidence of the community. He resigned this commission in January, 1888, and returned to the less disheartening business of his office, to there quietly illustrate that a distinct aim of early life, persevered in with self-reliance, made steadfast with honorable motives, must lead to a true and well-merited success in life. His long and honorable record of public service, extending over nearly forty years, has won for him an enviable name. Mr. Osgood was married, Nov. 23, 1853, to Mary Jane Creamer, who died Sept. 16, 1865.

JOSEPH B. F. OSGOOD.

CAPTAIN JOSEPH MONROE PARSONS is one of the most active and useful men in his day and generation, and has been successful in business as well as in military affairs. Evidences of his skill and workmanship are seen on every hand about the city of Salem, and in several other places. He is one of Salem's reliable and best-known contractors and builders. Captain Parsons was born in Portsmouth, N. H., April 2, 1840, and educated in the public schools of that city. He came to Salem in 1857, and learned the mason's trade. When the War of the Rebellion broke out, the spirit of patriotism was roused within young Parsons, and laying aside his trowel he entered the service of his imperilled country. He enlisted in the Salem Mechanic Light Infantry, a company of the Fifth Regiment, and was at once made corporal, leaving Salem for the seat of war April 17, 1861, and participated in the first battle of Bull Run, July 21, 1861. At the end of this, his first campaign, his military ardor was not in the least abated, but on his return home, at the expiration of his three months' service, he immediately re-enlisted in the First Unattached Massachusetts Heavy Artillery, and was commissioned as second lieutenant, July, 1862, and promoted to first lieutenant, November, 1863. He was assigned to duty in Fort Warren, Boston Harbor, and was appointed provost marshal of the fort in 1863, during a part of the time when rebel prisoners were confined there. Lieutenant Parsons was also detailed in the service of transporting conscripts from Gallop's Island, Boston Harbor, to Washington, D. C. In 1864 he was commissioned captain, and was assigned to duty in the defences of Washington, being placed in command, at different times, of Forts Ricketts, Maryland; Scott, Virginia; Slemmer, Lincoln and Reno, District of Columbia. He was in command of Fort Slemmer when President Lincoln was assassinated, and was called upon to throw out a picket guard to prevent the escape of the assassin. He remained on duty in this fort until September, 1865, when he was mustered out of the service of the United States. Captain Parsons joined the Masonic Fraternity in 1862. He was a charter member of Starr King Lodge, April 17, 1865, and is now a member of Washington Chapter, and Winslow Lewis Commandery of Knights Templar. He became a member of Phil. H. Sheridan Post 34, G. A. R., of Salem, in 1869, and was elected commander of the post in 1881, and served his term, to the great acceptance of his comrades. In whatever position Captain Parsons has been placed he has fully met the most exacting requirements in his line of duty, and has always acquitted himself nobly and well. On returning from the war Captain Parsons took up building and contracting as an occupation, in which handicraft he was well skilled, erecting a number of government buildings in Salem and vicinity. In 1892 he built the handsome stone church for the First Congregational Society in Lynn, the St. Joseph school-house and the Gardner Building, in Salem.

JOSEPH M. PARSONS.

CHARLES ODELL is one of the well-known business men of Salem. He rose to prominence through his own untiring industry, and a determination to accomplish whatever purpose he undertook. This latter trait has been a marked one in his career. As a railroad director and manager he has shown rare capacity. With him success has been a duty. Mr. Odell became connected with the Naumkeag Street Railway Company as director in 1882, and in 1884 was elected president of the corporation when it was considered by many a losing venture, and when energy and hard work were imperative in order to bring it up to a prosperous condition. He succeeded. Under his administration the road was extended from about seven miles, to Marblehead, Wenham, Asbury Grove in Hamilton, and Beverly Cove; its present length being thirty-eight miles, and it is one of the most prosperous and paying roads in the State. In 1886 he became president of the Newburyport & Amesbury Horse Railroad Company, which line has been extended and equipped for electric traction. He also is interested in other street railway lines. It can in truth be said that he was the great moving spirit in the upbuilding and development of the Naumkeag road. He took hold of it, as has been stated, when the road was not a paying property, and when many capitalists looked upon it with distrust. All honor to him for his push and enterprise. For beauty of scenery the line of this road is unsurpassed in the State. For some distance it passes along the shores of Wenham Lake, and has its terminus at beautiful Asbury Grove. Mr. Odell is not a theorist, nor have his talents and life-work been circumscribed by the narrow and exacting conditions of speculation and trade. The new and handsome brick block he erected on Washington Street in 1891 attests to this fact, which structure, it is hoped, will remain as a permanent adornment to the city. Mr. Odell is a firm believer in building up rather than in pulling down. He is eminently practical in his way and manner of doing business. The capitalist, he thinks, should, as a rule, invest largely in permanent improvements—in other words, a little more of the "salting" process should be adopted by men of means; that money is not necessarily "tied up" because it is represented in real estate and business blocks where trade is carried on. Riches would not so frequently take unto themselves wings and fly away, if Mr. Odell's suggestions and plans were adopted. Mr. Odell was born in Salem, Mass., Oct. 26, 1838, and is still young, vigorous and healthy. He was educated in the Salem public schools, and after leaving school engaged in the hardware business for several years. In 1878 he interested himself in the real estate and brokerage business, in which he became very successful, and through placing the bonds of the Naumkeag Street Railway Company he really made his first great move in railway matters. All the various enterprises in which he has been interested have been carried through by his energy and enthusiasm.

CHARLES ODELL.

DANIEL BARNARD HAGAR, principal of the State Normal School at Salem, Mass., has been for many years one of the strong pillars in the temple of our State and national education. He was born in Newton Lower Falls, Mass., April 22, 1820, the son of Isaac and Eunice (Stedman) Hagar. When a boy he spent several years in a paper mill in his native village, and was later a clerk in a Boston dry goods store for two years. His early education was obtained in the village district school, and in the private academy of West Newton. He prepared for college chiefly under private tutors, and entering Union College, New York, he graduated in the class of 1843, being a member of the Phi Beta Kappa and a commencement orator. While connected with the college he taught for some months in the academy at Schuylerville, N. Y., and at Kingston, N. Y. Mr. Hagar received from Union College the degree of A. M. in 1846, and of Ph. D. in 1871. His pedagogical experience has covered a period of fifty years. He was principal of the Canajoharie (N. Y.) Academy five years; of the Norwich (N. Y.) Academy in 1848–49; of the Eliot High School, Jamaica Plain, Mass., from 1849 until 1865, and since the latter year has been principal of the State Normal School at Salem. He has been president of the Massachusetts State Teachers' Association, the American Institute of Instruction, the American Normal Association, the National Teachers' Association, and the National Council of Education. He was editor of the "Massachusetts Teacher," 1852–56, and 1865–70. He has given numerous educational addresses, and is author of a popular series of mathematical text-books which have an extended use in the best class of schools. He has often been solicited to leave normal school work by invitations to other fields, but he has uniformly declined; among these are the position of State commissioner of schools in Rhode Island, supervisor of schools in the city of Boston, and superintendent of schools in four other cities of Massachusetts. The Salem Normal School, of which Dr. Hagar has been the honored principal so long, is one of the oldest, best-known and strongest institutions of its kind in America. Twenty-eight years at the head of such a school as this has given Dr. Hagar the opportunity for great usefulness, and the impress of his accurate analytical mind has been stamped upon the schools and the school system of Massachusetts and the neighboring States. Dr. Hagar has been president of the Young Men's Christian Association of Salem; vice-president of the Essex Institute of Salem, and in 1884 he was one of the presidential electors of Massachusetts. His honorable and extended career of educational usefulness has been of great value to the cause of public education, with which nearly his whole life has been identified. Dr. Hagar was married, in 1845, to Mary Bradford McKim, of Schenectady, N. Y. Of this union there have been seven children. He is the author of "An Abstract of the Proceedings of the Massachusetts Teachers' Association from 1845 to 1880."

DANIEL B. HAGAR.

THE settlement of Cambridge in 1630, with the view of making it the seat of government of the Colony, after a thorough reconnoissance of Boston's surrounding wilds by Governor Winthrop and Lieutenant-Governor Dudley, marked an era in the life of the young community of Massachusetts Bay. Though the origina purpose of making it the capital town was not carried out, the place, as Newetowne, early became important. The governor set up the frame of a dwelling in 1631, where he had first tented on one of his explorations. Streets were regularly laid out, four in number at the start, and several houses were built, a small square being left for a market-place. In the fall of that year, however, for some unexplained reason, Winthrop removed his skeleton of a house to Boston, and there covered it in. Dudley and his family remained, and the next year partially inclosed the little village with a palisade to guard against Indian attacks. The settlement grew, and in 1632 was reinforced by a company of about a hundred from Braintree, England, organized by Rev. Thomas Hooker. In 1634 complaints of "overcrowding" were made, and in 1636 the disaffected ones, led by Hooker, emigrated to Connecticut with one hundred and sixty cattle. The same year, the Rev. Thomas Shepard arrived with a small company from England, and finding so many vacant houses, determined to join their interests with the remnant. The influence of Shepard was so great that in the same year the General Court agreed to give £400 toward a school or college, and the next year located it in Newetowne, subsequently naming it Harvard, and changing the town name to Cambridge. Rev. John Harvard of Charlestown was a graduate of Cambridge, England, and at his death left the embryo institution his library of three hundred volumes and a bequest of £800. Nathaniel Eaton was first in charge of the college, but it had no "president" until Henry Dunster was thus chosen in 1640. In 1639 Stephen Daye established the first printing-press in America, one of the adjuncts to the college, with which he had important dealings, as evidenced when he sued the president for a balance and lost his suit. These are the beginnings of Cambridge and Harvard; they were practically a unit; they are more distinct in their respective greatness now. To follow the course of either would take volumes, and volumes have already been written of them. Old Cambridge is full of colonial monuments. Beside the Washington Elm, many of the imposing mansions deserted by the Tories on their departure, notably the Craigies, the Brattles and the Lees, are yet objects of interest to the visitor.

In its early history Cambridge embraced what is now comprised in Brighton, the Newtons, Waltham, Watertown, Belmont, Arlington, Lexington, Bedford, Medford and a part of Somerville. One by one these farming districts separated from the mother town, and are now important cities and towns. The Cambridge of to-day, a city of nearly eighty thousand inhabitants, is naturally divided into distinct sections, with Old Cambridge and Harvard University as the geographical and historical centre, surrounded by North Cambridge( the old cattle market), East Cambridge (distinctively a manufacturing district, containing also the Middlesex Courts), and Cambridgeport (once a port of entry, now largely industrial). The lines of these sections, no longer than fifty years ago, were very positively marked by wide intervals of vacant land, now well built over in a residential way, so as almost to obliterate them, to the confusion of returning wanderers from home in their early days. These old intervals, particularly those between Old Cambridge and the Port are monopolized by the better class of homes for the leading merchants of Boston, and others seeking the advantages afforded by the University for the education of their growing families, improved travelling facilities between the two cities also being an attraction. The healthfulness of the city has always been proverbial.

Being the first town in the country where important book printing was undertaken, from that of Eliot's Indian Bible onward, Cambridge, with her University Press and Riverside Press, still retains the prestige in that respect, the first-named establishment having had at one time last year more than a hundred volumes in process. The carriage interest has for years been a prominent feature, from the construction of Holmes's ever-to-be-remembered "One Hoss Shay," to the modern American railroad car. The glass-making industry of East Cambridge has gone to the West, and has been supplanted by enormous meat-packing establishments. North Cambridge has been covered by modern dwellings. Bridge building and other iron work, with box and soap making, are conspicuous at the Port.

ALPHEUS B. ALGER, of Cambridge, was born in Lowell, Mass., Oct. 8, 1854, and attended the public schools of that city. He entered Harvard College in October, 1871, from which he graduated in the class of 1875. He then attended the Harvard Law School, and also studied with the late Judge Josiah G. Abbott, of Boston, being admitted to the bar in June, 1877. Since his admission he has practised his profession in Cambridge and Boston. He early took an active part in the politics, and from 1878 to 1891 he was a member of the Democratic City Committee of Cambridge, occupying the position of chairman and secretary of that committee during portions of that period. In 1884 he was elected alderman of the city of Cambridge, and the same year was chosen a member of the Democratic State Committee, continuing a member of the latter until 1891, serving on the Finance and Executive committees, and being secretary of the State Committee for four years. The University City is never chary of bestowing honors upon her deserving children, and, therefore, in 1886, made her progressive alderman a senator from the Third Middlesex Senatorial District, again returning him to the Senate in 1887, where he served on the following important committees: Mercantile Affairs, Public Service, Judiciary, Liquor Laws, and Bills in Third Reading, and on the committee representing the State of Massachusetts at the Centennial Celebration in Philadelphia in 1887. Although the youngest member of the Senate, he made an enviable record for himself as the promoter of the interests of his city and State, and during his term of service he was recognized as one of the most earnest advocates of the cause of labor. He was chosen a delegate from the Eighth Congressional District of Massachusetts to the National Democratic Convention in 1888, and in 1890 was elected mayor of Cambridge, to which chief honor in the gift of his city he was unanimously re-elected in 1891. Socially, one of the most genial and companionable of men, his success is as pronounced as has been his political advancement, and he has been foremost in every movement and organization for the advancement and mental betterment of his fellow-citizens. He is a member of Amicable Lodge, F. and A. M., Cambridge Royal Arch Chapter, Boston Commandery; Ponemah Tribe, Improved Order of Red Men; St. Omer Lodge, K. of P.; Aleppo Temple, Order of the Mystic Shrine; and the Haymakers. In 1891 he was great sachem of the Improved Order of Red Men, and was a great representative of the order to the council held in Atlanta, Ga., in September, 1892. Mayor Alger is also a member of the Central Club, of Somerville; Arlington Boat Club, of Arlington; Newetowne Club, of Cambridge, and Taylor Club, of Boston. He is treasurer and secretary of the Bay State Club, of Massachusetts; was chairman of the Board of Harvard Bridge Commissioners in 1891 and 1892; and is a member of the Charles River Improvement Commission, established by act of Legislature of 1891.

ALPHEUS B. ALGER.

WILLIAM AMOS BANCROFT was born in Groton, Middlesex County, April 26, 1855. He was the son of Charles and Lydia Emeline (Spaulding) Bancroft. His grandfather, Dr. Amos Bancroft, was a physician well known throughout Middlesex County. A maternal great-grandfather, Henry Bass, was one of the Boston "tea party." His father was a farmer, and in farm work and country sports Bancroft laid the foundation of a vigorous constitution. He was prepared for college at the Lawrence Academy in his native town, and at Phillips Exeter Academy. In 1874 he became a resident of Cambridge, entered Harvard College and graduated in 1878. He studied at the Harvard Law School, was admitted to the Suffolk bar in 1881, and began practice with his college classmate, Judge Edward F. Johnson, since mayor of Woburn. From childhood he took an active part in athletics, and became famous as the captain and stroke oarsman of the Harvard crews of 1877, 1878 and 1879, whose victories were largely due to his management. Young Bancroft joined the State Militia when a college freshman, as a private in Company B, Fifth Regiment of Infantry, and rose through the various grades till he became a company commander in 1879, and colonel of his regiment in 1882. Under his command, both company and regiment rose to the front rank of efficiency, and, in 1889, the regiment was detailed because of its high standing, as escort to the State delegation on the anniversary of Washington's inauguration in New York.

WILLIAM A. BANCROFT.

He is now (1892) the senior colonel of the Massachusetts Volunteer Militia. In 1885 Colonel Bancroft's executive talents attracted the attention of the directors of the Cambridge Railroad, and he was unanimously elected its superintendent, and later superintendent of the consolidated Cambridge and Charles River roads. Afterward he was appointed general roadmaster of the West End system. In the street railway business his powers as a manager were shown in the successful conduct of the road, and in obtaining the good-will of the employees; while his firmness, energy and organizing ability at the time of the strike in 1887, enabled the company to put every one of its twenty-two lines in full operation within fourteen days after the "tie-up." Colonel Bancroft left the street railway in 1889, and returned to the practice of law in partnership with his college classmate, Warren K. Blodgett, Jr. The firm has offices in Boston and Cambridge. He was elected to the Cambridge Common Council in 1881, and, in 1882, was elected to the General Court. During his three years' service in the Legislature, he served on many important committees. In the fall of 1890 Colonel Bancroft was elected a member of the Cambridge Board of Aldermen. In 1891 he was re-elected, and was unanimously chosen president of the board. He married Mary Shaw, daughter of Joseph and Catherine (Perry) Shaw, of Peabody, in 1879, and has three children,—Hugh, Guy and Catherine.

THE growth of a community is largely due to its travelling facilities. This fact has been made very apparent in the increased population of Cambridge. To Thomas Stearns that city is indebted indirectly for its present high status, aside from its world-wide reputation as a university town. Mr. Stearns came to Cambridge in 1830, from Paris, Me., at the age of twenty-one years. He engaged in various pursuits for a few years, and bought a livery stable that had a large patronage. There was but one stage line to Boston, making only two trips a day at twenty-five cents a fare. A popular driver on this line, Joseph K. Tarbox, though without means, sought to establish a new line at a reduced rate. In this he was aided by Mr. Stearns and others, the facilities of the stable being accorded him. The traffic grew until Mr. Stearns was induced to join him. It was not long before the price of a passage was brought down to fifteen cents, and many Boston merchants were thus attracted to Cambridge as a place of residence. The inducements to emigrate from the city were further increased by a concession of forty tickets for five dollars, and trips to intervals of only fifteen minutes. Stearns & Tarbox became very popular. Dwellings of the first class sprang up along and off the route. The prospects for further progress were so apparent that still greater inducements to settlement were determined upon. Quarterly rates were made for regular patrons at five dollars, entitling them to two fares a day, not including Sundays or theatre trips. The line at one time had five hundred of these subscribers, and a computation of what they thus paid brought their fare to them at a little under six cents, the rate of tolls over West Boston bridge considered, the omnibus company paying for its conveyances and passengers at a shilling (16⅔ cents) each way. The highest thus paid for bridge service in one month was $1,140. Finally the old and the new lines of omnibuses were consolidated, Abel Willard and Charles Kimball, of the original line, joining their interests, and Cambridge was favored with several routes under one management. These varied in rates, according to distance, from eight and ten cents to twenty cents, quarterly commutations being proportionately low. In January, 1856, this corporation, of which Mr. Stearns was the head and the treasurer, disposed of its plant and interest to the Cambridge Street Railway Company, which has recently been absorbed by the West End Railway. In these years Cambridge has increased from six thousand to nearly eighty thousand inhabitants who pay uniform five-cent fares. The starting point of all this was the foresight and enterprise of Mr. Stearns and his co-adjutors. He has also borne an important part in developing a township in Minnesota. He is descended from Isaac Stearns, who came to Salem from England in 1630. On the occasion of the funeral of Daniel Webster, he fitted out his largest omnibus, named for the statesman long before, with six big grays, and piloted the coach, full of prominent Cambridge men to Marshfield, forty miles and return, the same day.

THOMAS STEARNS.

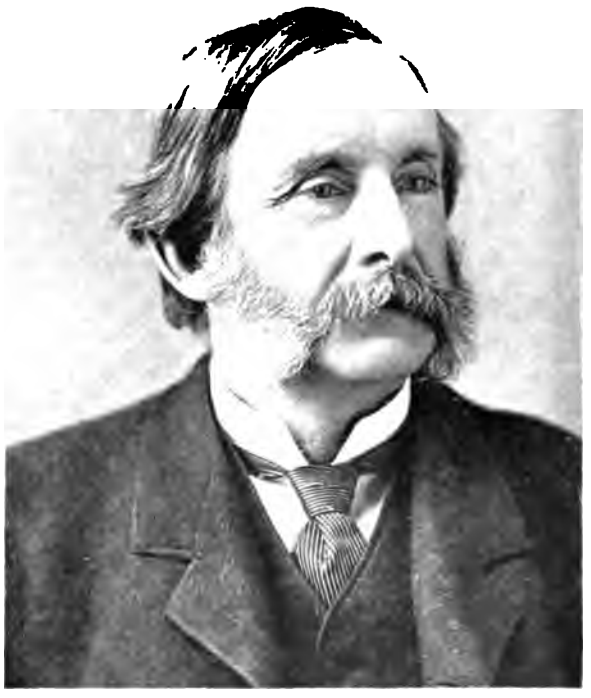
CHESTER WARD KINGSLEY, one of the most enterprising and public spirited citizens of Cambridge, was born in Brighton, June 9, 1824, his parents being Moses and Mary Kingsley. His initial education was obtained in his native town, where his father died when Chester was but four years old, and at the age of ten he was thrown upon his own resources. He made his way to Michigan, and passed five years in that then wild region. Returning to Brighton, he finished his school life in the grammar and high schools, and afterward learned the trade of a carpenter. This not proving congenial to his temperament, he sought another occupation in applying for and accepting the position of messenger in the old bank of Brighton, where he remained as such two years. He was afterwards teller in the same bank three years. In 1851 he became cashier of the Cambridge Market Bank, remaining there five years; 1856 he went into the wholesale provision business in Boston, and retired from that in 1865. Since then he has been interested in, and treasurer of, an anthracite coal company in Pennsylvania, and during the time was the president of the National Bank of Brighton, which was the successor to the old bank in which he began his business life. Mr. Kingsley was married in Boston by Rev. Dr. George W. Blagden, in May, 1846, to Mary Jane, the daughter of Daniel and Hannah Todd, of Brighton, and they have had seven children, four of whom are now living,—Ella Jane (Mrs. M. Clinton Bacon), Addie May (Mrs. D. Frank Ellis), Luceba Dorr (Mrs. Parker F. Soule), and C. W. Kingsley. Mr. Kingsley has been an alderman of Cambridge, a member of the School Board, a prominent member of the Cambridge Water Board since 1865, and president of the same for many years past. He was a member of the House of Representatives in 1882, 1883 and 1884, and senator from the Third Middlesex District in 1888 and 1889. He was chairman of the committee which reported and carried through the Legislature the Metropolitan Sewerage Bill for the valleys of the Charles and Mystic rivers. He was a member of the Rapid Transit Commission of 1891 to recommend a system of rapid transit for Boston and the suburban districts. He is one of the trustees of the American Baptist Education Society, Colby University, Newton Theological Institution, Worcester Academy and the Massachusetts Baptist State Convention. He was for three years president of the American Baptist Home Missionary Society. He has been one of the executive committee of the American Baptist Missionary Union, and president of the Boston Baptist Social Union, and is a member of the Cambridge, Colonial and Massachusetts clubs. He is a life-long Prohibitionist and Republican. In recent years Mr. Kingsley has been very active in beautifying and enlarging North Cambridge, where he resides. Streets have been laid, trees planted, attractive dwellings of the higher grades built, sewers constructed, and everything possible has been done by him to enhance the importance and interests of the city.

CHESTER W. KINGSLEY.

CHARLES JOHN McINTIRE has been the city solicitor of the city of Cambridge since March 12, 1886. He is the only son of Ebenezer and Amelia Augustine (Landais) McIntire; was born and has always lived at Cambridge. His paternal ancestors came to Salem from Argyll, in Scotland, about 1650. In 1733 they went to Charlton (formerly Oxford), in Worcester County, the birthplace of his father. His mother is the daughter of a French engineer officer, commissioned in the United States army on the recommendation of his uncle, Colonel Tousard, who came over with Lafayette and organized our artillery service under General Washington. She was born in Fort Moultrie, Charleston, South Carolina. Through her mother she is a lineal descendant of John Read, one of the leading lawyers of Boston in colonial days, and also of his son-in-law, Charles Morris, born in Boston, but who for many years was chief justice of Nova Scotia. While still a student, Mr. McIntire enlisted as a private in the Forty-fourth Massachusetts Regiment, and was with it in all its engagements during the Civil War, including the famous defence of the besieged town of Washington, N. C. He has since held many positions of trust, among which are terms in the Board of Aldermen, Common Council, School Board and the Legislature. He has been assistant district attorney; assisted in framing the new city charter for Cambridge, and in revising the city ordinances; and at the present time, by appointment of the governor, he is a member of the commission to revise and codify the election laws. He was also one of the organizers of the Colonial Club, and is a member of the Cambridge and Newetowne clubs. Mr. McIntire is a convincing advocate and strong counsellor, and has attained success in competition with the eminent practitioners of the Massachusetts bar. A leading member of the bar of his county, whose constant presence in court makes him better qualified to form an opinion than almost any other, writes of him: "The honorable position attained by Mr. McIntire at the justly celebrated Middlesex bar is in itself all sufficient to lead to a just estimate of his legal abilities. The time has passed when men, by chance or fortuitous circumstance, step to the front rank of the profession. Patient study and untiring devotion only lead to success. Mr. McIntire's success is nowhere better illustrated than in his administration of the office of city solicitor of Cambridge. He has been called upon to obtain varied and important legislation; he has mastered the whole range of municipal law and become the safe adviser of the city's officials; he has exercised rare judgment in the settlement of claims, and prudently adjusted large suits incident upon the extension of the water works; and when called into court he has managed his cases with tact and skill, and with a quiet dignity which can only be obtained by the consciousness of a thorough mastery of his case and of the law." Not only of all the intricacies of municipal law but of general law as well Mr. McIntire is considered a thorough master. His Boston office is in Pemberton Square.

CHARLES J. McINTIRE.

THOMAS WENTWORTH HIGGINSON, author, was born in Cambridge, Dec. 22, 1823; was graduated at Harvard in 1841, and at the Harvard Divinity School in 1847, when he was ordained pastor of the First Congregational Society in Newburyport, Mass. He left this church on account of anti-slavery preaching in 1850, and in the same year was an unsuccessful Free-soil candidate for Congress. He was subsequently pastor of a free church in Worcester, Mass., from 1852 to 1858, when he left the ministry and devoted himself to literature. He had been active in the anti-slavery agitation of this period, and for his part in the attempted rescue of a fugitive slave, Anthony Burns, was indicted for murder with Theodore Parker, Wendell Phillips and others, but was discharged owing to a flaw in the indictment. He also aided in the organization of Free State forces in Kansas. He was appointed captain in the Fifty-first Massachusetts Regiment, Sept. 25, 1862, and in the following November was made colonel of the First South Carolina Volunteers (afterwards called the Thirty-third United States Troops), the first regiment of freed slaves mustered into the national service. He took and held Jacksonville, Fla., but was wounded in South Carolina, in August, 1863, and in October, 1864, resigned on account of disability. He then engaged in literature at Newport, R. I., till 1878, and afterwards at Cambridge, where he has since resided. He is an earnest advocate of woman suffrage and of the higher education of both sexes. He was a member of the Massachusetts Legislature in 1880 and 1881, serving as chief-of-staff to the governor during the same time, and in 1881–83 was a member of the Board of Education. He has contributed largely to the leading American periodicals. He is the author of "Out-Door Papers" (1863); "Malbone, an Oldport Romance" (1869); "Army Life in a Black Regiment" (1870); French translation by Madame de Gasparin (1884); "Atlantic Essays" (1871); "Oldport Days" (1873); "Young Folks' History of the United States" (1875); French translation (1875); German translation (1876); Italian translation (1888); "Common Sense About Women" (1881); "Life of Margaret Fuller Ossoli," "American Men of Letters" series (1884); "Larger History of the United States, to the Close of Jackson's Administration" (1885); "The Monarch of Dreams" (1886); "Hints on Writing and Speech-making" (1887); "Short Studies of American Authors" (1879); "Women and Men" (1888); "The Afternoon Landscape" (1889); "Life of Francis Higginson" (1891); "The New World and the New Book" (1892); "Concerning All of Us" (1892). He has also translated the "Complete Works of Epictetus" (1865), and edited the "Harvard Memorial Biographies" (two volumes, 1865), and "Brief Biographies of European Statesmen" (four volumes, 1875–77). Several of his works have been reprinted in England. As a lecturer, Colonel Higginson has been extremely popular. He is a member of the Republican Club of Massachusetts.



THOMAS W. HIGGINSON.

DR. DUDLEY A. SARGENT, director of the Hemenway Gymnasium at Harvard College, president of the American Association for the Advancement of Physical Education, and chairman of the Advisory Council of the World's Fair Auxiliary Congress of Physical Culture, is entitled to the credit of having originated and introduced into Harvard College a system of physical culture based on therapeutic principles, which has been so successful that nearly all of the important colleges and private gymnasiums of the country have taken up the method. Dr. Sargent, believing that proper physical training, together with logical attention to dietetics, bathing, sleep, clothing, etc., would not only make the weak strong, and the strong well, but would also attack incipient forms of disease and fortify the system against the evil tendencies of our civilization, evolved a system of individualism in physical culture which had for its groundwork the actual needs of each particular person. This was in contradiction to the military or group method, whereby persons of unequal development and varying conditions of health were all given the same exercise, which resulted in abnormal development to some and injured others by over-exertion. To remedy this, Dr. Sargent, by a series of measurements and a study of the physique of the individual, prescribed a course of training to suit each case. Dr. Sargent was born in Belfast, Me., Sept. 28, 1849, of old Puritan stock, John Rogers being one of his ancestors. He was always fond of out-door sports, and early developed strength and agility. He attended the public schools at Belfast. His career as an exponent of physical culture was probably decided by the breaking of a piece of apparatus in the local athletic club, for which he was expelled from the organization. Piqued, he bent all his energies on gymnastic practice and at a subsequent exhibition surpassed all the members of the club to which he had belonged. In 1869 he accepted the position of instructor of gymnastics at Bowdoin, by which he earned money enough to fit himself to enter the freshman class in 1871. In this year he was given full charge of the department. In 1872 Dr. Sargent became director of the Yale College Gymnasium, also continuing his connection with that of Bowdoin, from which college he graduated in 1875. He graduated from the Yale Medical School in 1878. It was while studying medicine at Yale that he developed his new system of physical culture, which has now become almost universal. He submitted his plan to the Yale faculty, but it was rejected, whereupon he resigned, going to New York, where he took a special course of hygiene and medicine. He put his system into practice in the Fifth Avenue Gymnasium, and soon gained a wide reputation. In 1879 he accepted the position of assistant professor of physical training at Harvard College, and it was under his direction that the then new Hemenway Gymnasium was fitted up. Dr. Sargent has been a frequent contributor to the magazines and reviews.

DUDLEY A. SARGENT.

JOHN FISKE, historian and philosopher, was born in Hartford, Conn., March 30, 1843, the only child of Edmund Brewster Green, of Smyrna, Del., and Mary Fiske (Bound) Green, of Middleton, Conn. The father was an editor of newspapers, at different times, in Hartford, New York and Panama, where he died in 1852. His widow married Edwin W. Stoughton, of New York, in 1855. The son's name was originally Edmund Fiske Green. In 1855 he took the name of his maternal great-grandfather, John Fiske. He was graduated at Harvard in 1863, and at the Law School in 1865, having been already admitted to the Suffolk bar in 1864, but he never practised the law. His career as an author began in 1861, with an article on "Mr. Buckle's Fallacies," in the "National Quarterly Review." Since that time he has been a frequent contributor to British and American magazines. In 1869–71 he was university lecturer on philosophy at Harvard, in 1870 instructor in history there, and 1872–79 assistant librarian. He was elected to the Board of Overseers twice, serving from 1879 to 1891. Since 1881 he has lectured annually on American history in Washington University, St. Louis; and since 1884 has held a professorship of American history in that institution, but continues to make his home in Cambridge. He lectured on American history at University College, London, in 1879, and at the Royal Institution of Great Britain in 1880. Since 1871 he has given many hundred lectures. The largest part of his life has been devoted to the study of history, but at an early age inquiries into the nature of human progress led him to a careful study of the doctrine of evolution, and his first lectures on the subject brought him into prominence. In 1871 he made his remarkable discovery of the effects of the prolongation of infancy in bringing about the development of man from a lower creature. His conclusions were accepted by Darwin and Spencer. His published works are—"Tobacco and Alcohol" (New York, 1868); "Myths and Myth-makers" (Boston, 1872); "Outlines of Cosmic Philosophy, Based on the Doctrine of Evolution" (2 volumes, London, 1874), republished in Boston; "The Unseen World" (Boston, 1876); "Darwinism and Other Essays" (London, 1879), new and enlarged edition (Boston, 1885); "Excursions of an Evolutionist" (Boston, 1885); "The Destiny of Man Viewed in the Light of his Origin" (Boston, 1884); "The Idea of God as Affected by Modern Knowledge" (Boston, 1885); "American Political Ideas Viewed from the Standpoint of Universal History" (New York, 1885); "The Critical Period of American History" (Boston, 1889); "The Beginnings of New England" (Boston, 1889); "The Discovery of America, with Some Account of Ancient America and the Spanish Conquest" (2 volumes, Boston, 1892). The last-named is Mr. Fiske's most elaborate, and one of his most original works, including the results of investigations carried on for a quarter of a century. It is his habit to keep his books partly written and ripening for several years before publishing them.

JOHN FISKE.

THE name of Agassiz is synonymous with the advanced knowledge of nature, zoölogical and geological, in the United States. Alexander Agassiz, the only son of the late Louis Agassiz, the naturalist, by his first wife, was born in Neufchatel, Switzerland, Dec. 17, 1835. In 1846, his father, after a long career as a scientist and author in Europe, came to the United States at the suggestion of Humboldt, under the patronage of the King of Prussia, and incidentally to deliver a series of lectures on "Comparative Embryology" at the Lowell Institute, Boston. His mission of research proved so successful and promising for further knowledge, that he determined to make America his home, and accepted a professorship made for him in the Lawrence Scientific School, Cambridge, by its founder. Young Alexander followed in 1849, his early education completed. He prepared for Harvard, and graduted in 1855. After a course of engineering in the Scientific School, he received the degree of B. S., and took a course in chemistry; then he taught in his father's school for young ladies. He assisted in the California coast survey in 1859, and collected specimens for the museum that the elder Agassiz had established at Cambridge, visiting on the same tour many of the mines. In 1860 he became assistant in the museum, taking charge in 1865, while his father was in Brazil. Coal mining in Pennsylvania also engaged his attention in 1865, and in the following year he made the Lake Superior copper mines his study. There, in 1869, he was made superintendent of the Calumet and Hecla mines, and developed them until they became the most prolific ore bearers known. From the wealth they have brought him he has increased the capacity of the Agassiz Museum of Comparative Zoölogy, of which he is the head, more than threefold, at a monetary expense to himself of more than $500,000, not to mention the years of personal care and oversight. He examined the museums of England, France, Germany, Italy and Scandinavia in 1869–70, and on the death of his father succeeded to his position in 1874. He was director of the Anderson School of Natural History in 1873, and visited the western coast of South America in 1875, making notes of the copper mines of Peru and Chili, and a survey of Lake Titicaca, collecting for the Peabody Museum many antiquities. He assisted Sir Wyville Thompson, of Scotland, in arranging the collections made by the "Challenger" exploring expedition, a part of which he brought home, and he wrote one of its final reports. Deep-sea dredging was his winter occupation in 1876–81, in connection with the United States coast survey, the steamer "Blake" having been tendered him by the government. Mr. Agassiz has been a fellow and overseer of Harvard College, is a member of the National Academy of Sciences, and of the American Association for the Advancement of Science. His publications are chiefly on marine zoölogy. It is said of him that "he is the best authority in the world on certain forms of marine life." In the fall of 1892 he projected and entered upon an extended exploration of the West Indian waters.

ALEXANDER AGASSIZ.

TO bear the distinction of having originated and built the first typical American railway passenger car is certainly a great honor. Charles Davenport is descended from Thomas Davenport, who came from England to Dorchester, Mass., before 1640. He was born in Newton Upper Falls, May 25, 1812, and was the seventh of a family of twelve children, four of whom lived to be more than eighty years old, and three of whom are now living. In 1828 he was apprenticed to George W. Randall, of Cambridgeport, to learn the wood-work of the coach and carriage-making trade. In 1832, before he was twenty years old, Captain E. Kimball and he bought Mr. Randall out, and he started for himself with two journeymen and four apprentices. Captain Kimball was the landlord of the Pearl Street Hotel, and, in connection with a livery stable, ran two or three coaches a day between Cambridge and Boston. He furnished the money. Mr. Davenport thereafter built all the carriages of the establishment, and taking half the profits, he doubled the business the first year. Mr. Davenport's business prospects were so good that Mr. Kimball advised him to buy out the blacksmith, painter, harness-maker and trimmer, who were in the same yard, and to combine all the business under his own direction. In 1833–34, the firm built a large number of all kinds of vehicles, including sleighs, and the first omnibus built in New England. In the fall of 1834 Mr. Davenport took the contract to build some four-wheel railway cars for the Boston & Worcester Road, to seat twenty-four people each. They were the first ever designed with a passageway running from end to end between the seats, all of previous construction having been in three compartments, half the passengers riding backwards. In 1836–37 he built for the Eastern Railroad twenty four-wheel cars with platforms and doors on the end, and a passageway through each car. A model of these cars was exhibited at the Mechanics Fair in 1837, also a model of the Davenport patent draw-spring and bumper, patented in 1835. Mr. Davenport also patented a swing bolster to allow the truck of his long sixteen-wheel cars to move sidewise without swaying the body of the car. Upon these patents some $90,000 was paid in royalties. Their cars were the first that were provided with a ladies' saloon, toilet-room and wide turn-over backs to the seats. His successive improvements brought him gold and silver medals from the Mechanics Fair. The firm names of Kimball & Davenport, Davenport & Bridges, and Charles Davenport will long be remembered by old-time railroad men and travellers. Mr. Davenport was the first large car builder in the United States, and for twenty-two years his firm led the business in the country, having constructed, between 1834 and 1856, some $3,000,000 worth of cars for more than fifty different roads, from Maine to Alabama, and in Cuba, and had two hundred men at work on cars. In 1844 Major Whistler wanted Mr. Davenport to go to Russia and take a contract to build the railroad cars for the St. Petersburg & Moscow Railroad. This flattering offer was declined on account of an

CHARLES DAVENPORT.

excess of work here, and for family reasons. This Russian contract afterwards proved very profitable to those who accepted it. Through the suggestion of the late John E. Thayer, Mr. Davenport took from the Eastern Railroad in 1837 $10,000 in stock, as part payment for $200,000 worth of rolling-stock. This stock advancing ten or twelve per cent, he took $50,000 stock of the Fitchburg Railroad on $250,000 contracts. This also went up fifteen per cent above par. Had it sold for that amount below par, Mr. Davenport said it would have been better for the firm, for subsequently eight or ten other railroad companies induced the firm to take twenty to twenty-five per cent in stock as payments on large contracts for cars, and they lost more than $300,000 by a fall in value of the stock. No creditor, however, lost by their mistake. In 1849 Mr. Davenport lost all his property, but not his credit, so he went ahead again. Between 1850 and 1853 he built more than $800,000 worth of cars, agreeing with his new creditors in advance to take the same kind of pay from him that he took from the railroads. He thus cleared $100,000. Those he dealt with declining to continue this arrangement, he sold out as soon as he could, preferring to live upon the interest of what he already possessed rather than to take any risk to gain more.

But the building of railroad cars has not been the only achievement of Mr. Davenport. While he was filling a contract for Cuba, he visited Havana, and saw the small embankment on the bay there, where the people sat under the palms, enjoying the breezes from the bay. His mind wandered back to his home in Cambridge, and he saw the opportunity for a beautiful water park upon the Charles River Basin. Returning, he bought at different times three quarters of the marsh land in Cambridge between the West Boston and Brookline bridges for a water park. In 1868 he had his plans for the great improvement before the Legislative Commissioners, showing how the park would be if his idea was carried out, on both sides of the bay. This plan was practically adopted by the park commissioners and has been in the Boston City Hall for twenty years. The outcome of this is the beautiful beginning of Charlesbank now finished on the Boston side, between Leverett and Cambridge streets, and the rapid walling and filling of Mr. Davenport's land on the Cambridge side, which he sold to the Embankment Company, of which he is a director.

Mr. Davenport says that when the boulevards on both sides of the bay are completed, there will be reserved a beautiful inland sea of about five hundred acres, with a delightful boulevard two hundred feet wide and more than five miles long around the bay, containing a hundred and ten acres, making, with the adjoining pleasure grounds, eight hundred acres, equal in area to New York Central Park. This will allow fine facilities for boating and other pleasant and healthful exercise and will make this bay the most beautiful water park in the world, and a cause of pride to all citizens. Instead of the bad odor from the unsightly flats, they will all be covered from three to ten feet at low tide. On pleasant days and evenings, this wide bay, the boulevards on both shores, and the wide bridge across the bay, — they being so central and accessible from all parts of the metropolis, — will draw many people in boats, carriages and on foot, and the park will equal in beauty and attraction any place of resort in Europe or America. The people will wonder why the embankment was not made years ago. Dr. H. I. Bowditch, Dr. O. W. Holmes and many other of the leading physicians have testified that the benefits to health which the citizens will receive from an embankment on this bay cannot be estimated in dollars and cents.

Mr. Davenport is the only surviving director of the Hancock Free Bridge Corporation, which made West Boston bridge free. He has been prominent in furthering many of the interests of Boston and its environs, by taking hundreds of thousands of stock in the New England Railroad, and by his influence in the building of Harvard bridge, and the extension of Washington Street to Haymarket Square. He confidently predicts that a radius of ten miles from the State House will within forty years inclose a population of some 2,000,000. The population in said radius has doubled every twenty years since 1830.

Few men have enjoyed life better than Mr. Davenport. He gave up his car business when he was forty-five, and has visited Europe three times, and travelled six thousand miles in visiting all the large cities and important and interesting places. He has also visited all the large cities this side of the Mississippi River between Halifax and New Orleans; also all the summer resorts within five hundred miles of Boston. He has four sons, two daughters and fifteen grandchildren. His son, son-in-law and grandson graduated at Harvard, and four grandsons are now fitting for Harvard.

The longevity of Mr. Davenport's family is shown in the fact that his grandparents and their six children lived to an average of eighty-one years. The oldest was ninety-three and the youngest seventy years.

AMONG the great educational advantages that have been introduced at Harvard University during the last quarter of a century is the establishment of the department of music. The study of musical theory, composition, history and æsthetics thus found an equal place among the other humanities, and the example of Harvard has been emulated by our leading universities. We owe this step mainly to the zeal and ability of John Knowles Paine, who, in 1872, suggested that the study of harmony should be made elective to the students. From this initiative step the higher study of music was gradually developed at Harvard until it was recognized as one of the regular departments in which special honors are given. Mr. Paine was appointed professor of music in 1876. He was born in Portland, Me., Jan. 9, 1837. He showed musical talent early in life, and first appeared in public as organist and pianist in 1856–57. He visited Germany in 1858, where he studied under Haupt and others. After giving several organ concerts in Berlin he returned home in 1861. The following autumn he gave his first organ concerts in Boston, and was acknowledged as the first representative of the Bach school of organ playing. In 1862 he was called to Harvard as organist and instructor. In 1867 he had the prestige of directing his Mass in D at the celebrated Sing-akademie of Berlin. In June, 1873, he conducted the first performance of his oratorio of "St. Peter." His first great success was the performance of his symphony in C minor, given by Theodore Thomas in the Boston Music Hall, Jan. 6, 1876. Many of his orchestral works have since been made familiar to the American public by Thomas and others. He composed the "Centennial Hymn" of Whittier, sung with great enthusiasm at the opening of the exhibition in Philadelphia in 1876. Perhaps the climax of his popular achievement was the music of his "Œdipus Tyrannus" of Sophocles, as produced in Sanders Theatre, Cambridge, in May, 1881. Mr. John Fiske, in Appleton's Cyclopædia, says of it: "The most complete resources of modern chorus and orchestra were brought to bear on the task of rendering the peculiar and subtle religious sentiment of the Greek tragic drama. The work is one of wonderful sublimity." It expressed the tragic pathos of the drama more potently than any other modern example. Among his other compositions are the cantata "Phœbus Arise" (1882); Keats' "Realm of Fancy" (1882); Milton's "Nativity" (Handel and Haydn Festival, 1883); national cantata, "A Song of Promise" (Cincinnati Festival, 1888); "Spring" symphony, symphonic poem to Shakespeare's "Tempest," "An Island Fantasy" for orchestra, overture to "As You Like It," and songs, motets, organ preludes, piano pieces, string quartet, piano trios, violin sonata, etc. His last work is the "Columbus March and Hymn," composed by official invitation for the opening ceremonies of the World's Columbian Exposition, Chicago, October, 1892. Several of his orchestral works have been performed in Paris, Vienna, Berlin, and other foreign cities.

JOHN K. PAINE.

THE city of Worcester is popularly known as "The Heart of the Commonwealth," a designation to which its situation in the State entitles it, and one which is still further borne out by the arterial ramifications of the railway lines which diverge from it.

The city presents many of the usual features of a New England municipality, but with the sturdy conservatism of the native New Englander it still preserves numerous characteristics of the primitive Yankee village from which it has grown to its present size and importance. Its principal street is still called Main Street, and until very recently was adorned throughout its length by rows of stately elms. Fifteen minutes' walk, or a brief ride in almost any direction, brings one into the country, for included within the thirty-six square miles of its territory are very numerous farms in a high state of cultivation, and contributing annually a large sum, in the value of their products, to the aggregate productions of the city.

The population of Worcester in 1890 was 84,655, and various local statistics show that it must be now, in 1892, over 92,000. It is the second city in the Commonwealth, and the third in New England. This population includes members of almost every civilized race. The varied character of Worcester's industries has made it the attraction for all kinds and conditions of men, and it speaks well for the adaptive character of these immigrants that they have been wrought into the homogeneous, law-abiding population which the city possesses.

The secret is to be found in industry, and one element, and an important one, in the success of Worcester's industries is their variety. Unlike many New England manufacturing cities, Worcester is dependent on no one occupation. It produces everything from a paper doll to a power loom. With the exception of paper, there is not a staple product of manufacture in New England that has not its representative in this thriving city. The result is greater financial security for both manufacturer and workman, a greater number of homes owned by the laborer, larger deposits in the savings banks, and, finally, a freedom from labor troubles of a serious character with ensuing losses on all sides. The largest single industry is wire making, in which over four thousand men are employed by the Washburn & Moen Manufacturing Company. Then follow in importance the Crompton and the Knowles Loom Works, fifteen factories engaged in the manufacture of shoes, a greater number of woollen mills, two large carpet mills, and then the hundreds of machine shops turning out daily every variety of machine which ingenuity can invent, or a want demand. More patents are annually issued to residents of Worcester County than to inhabitants of any other county in the Union.

Most of these industries have grown from small beginnings. A feature of the city industrially has always been its supply of rooms with power, for rent on easy terms. Many a prosperous concern dates its success from the start in a small way, made with a few feet of floor surface and power supplied by the landlord.

Then Worcester is a railroad centre. It is reached by rail direct from Boston, Providence, Norwich, Nashua and Springfield, and has good train service in every direction, over seventy trains running out of the city daily. Its street railways have recently been extended to the suburbs north, south and east, and the work of substituting electricity for horse power is now going on. It has a magnificent system of water supply, equal to all demands for many years to come. Water is used very freely in manufacturing, and its use is encouraged by the low rate of fifteen cents per one thousand gallons.

Worcester has eight national banks, with a combined capital of $2,450,000. Its savings banks have deposits amounting to $26,642,000.

The city is favored in its educational institutions. It has an excellent system of public schools, a State Normal School, and Worcester Academy, in the elementary grades, while in the collegiate rank are the Worcester Polytechnic Institute and the College of the Holy Cross, with Clark University, which because of its unique character is a class by itself. The libraries of the city comprise over 300,000 volumes.

The public parks comprise over three hundred and sixty acres, and Lake Quinsigamond, only two miles away, furnishes a beautiful water park.

FRANCIS A. HARRINGTON was born in Worcester, Nov. 17, 1846. His ancestors were of sturdy old New England stock—farmers, nearly all of them, and Francis began life in this same ancient and honorable profession. One of his ancestors, his maternal grandfather, was one of that determined band who showed King George III. that tea and salt water would mix by dumping into Boston harbor the shiploads a confiding British ministry had dispatched to the colonial town. The father of the subject of this sketch was Daniel Harrington, farmer, militia captain, common councilman and alderman. Francis worked on the paternal farm, and attended the public schools of Worcester, supplementing them with a course in the Worcester Academy and at a business college. When he was twenty-five years of age he entered the livery stable business, and in company with his brother still continues in it, having now one of the largest stables in the city. Mr. Harrington is a man of great modesty, seeking only to do his best in whatever he undertakes, and avoiding all publicity. What he has made of himself has been done by hard work and persistent attention to the task in hand. He is a church member and a firm believer in the principles of temperance. Mr. Harrington's public career began in 1886, when he was selected as the representative of Ward Three in the Board of Aldermen. He continued in the board for three years, the latter portion of the time as president. He served on the committees on Claims, Sewers, Military, Charities and Sewer Assessments. He was chairman of the Sewer Committee when the purification works at Lake Quinsigamond were erected, and has followed closely the course of the experiments and large expenditures in this department ever since. In December, 1889, he was elected mayor, to succeed Hon. Samuel Winslow. He has since been twice re-elected. During his three years of incumbency of the office, some great improvements, involving great expenditures of money, have been made. Chief among them are the purification works, on which nearly two hundred thousand dollars have been expended; the raising of the Holden dam, at a cost of one hundred thousand dollars, and the construction of the new English High School, at a cost of nearly one hundred and fifty thousand dollars. He gave to the affairs of the city the same faithful attention that had won success in his private business, and his sound common-sense and commercial sagacity and experience proved of the greatest value to the city in the large expenditures which were necessary during the years he was in the public service. His administrations of the office were singularly able and free from all reproach. He was enabled to accomplish not a little in placing Worcester among the most progressive municipalities of New England. The mayor is prominent in Masonic circles, and has held high offices in the order, as also in the Odd Fellows. He has been master of the Worcester Grange, and is deservedly popular in the order, as well as in the social, business and political life of the city.

FRANCIS A. HARRINGTON.

HENRY ALEXANDER MARSH, mayor of Worcester, was born in Southborough, Mass., Sept. 7, 1836, the son of Alexander and Maria (Fay) Marsh. The family moved to Worcester in 1849, and Mr. Marsh attended the public schools of Worcester during the three following years. In 1852 he entered the high school, which he soon left to continue his studies with the Rev. Edward Everett Hale, then pastor of the Church of the Unity in Worcester. In June, 1853, Mr. Marsh entered the employ of the Central Bank as clerk. He has since passed through all the grades in banking service, and is now president of the bank, a position to which he was elected Jan. 12, 1892. Mr. Marsh's public service began in 1867, when he became a member of the Common Council, and served two years. He was elected an alderman in 1878, and served four years, the last one as president of the board. Though frequently solicited to take public office in other capacities than those named above, he always declined until, in 1892, the very general demand of the citizens persuaded him to accept a nomination as mayor. He was elected in December, receiving the largest vote ever cast for a mayoralty candidate in the history of the city. Mr. Marsh's business reputation and high character have led to his selection on numerous occasions for positions of trust. He has undoubtedly held more offices of a fiduciary nature than any other citizen of Worcester. In 1856 he was secretary and treasurer of the Worcester Lyceum and Library Association. From 1869 to 1875 he was a director of the Free Public Library. He has been a trustee of the People's Savings Bank since 1869, and vice-president of the board since 1892. He was a commissioner of the sinking funds of the city in 1875 and 1876, and has served continuously in this capacity since 1882. Still other offices of trust are — trustee of the City Hospital in 1879 and since 1889, auditor of the State Mutual Life Assurance Company from 1880 to 1885, trustee of the Rural Cemetery Corporation in 1882, chairman of the Worcester Clearing House Association since 1884, commissioner of City Hospital funds since 1888, member of the committee to examine the accounts of the treasurer of Harvard College, 1875 to 1877, director of the Associated Charities since 1890. Mr. Marsh has very frequently been selected as executor of estates. In this capacity he settled the large estates of George Jaques, Lucius J. Knowles, Helen C. Knowles and William A. Denholm. He has also been treasurer of public relief funds on many occasions, notably for the Irish, Michigan forest fire, Charleston earthquake, yellow feve and Conemaugh Valley funds. Mr. Marsh married, Sep 7, 1864, Emily W., daughter of John C. and Sarah Mil Mason. Three children have been born to them, whom two daughters survive. Mr. Marsh is a mem of the Worcester Club, the Quinsigamond Boat Cl and of the St. Wulstan Society, and is treasurer of last-named organization. Few citizens of Worce have been called to so many different positions of as Mr. Marsh, or have filled them so satisfactorily.

HENRY A. MARSH.

STEPHEN SALISBURY, third of the name, was born in Worcester, March 31, 1835, the son of the second Stephen Salisbury and of Rebekah Scott (Dean) Salisbury. He left the Worcester High School in 1852, and entered Harvard College, from which he was graduated in the class of 1856. Going to Europe immediately after graduation, he was matriculated at Frederick William University in Berlin, and remained in Europe more than two years, dividing his time between the Berlin University, the Ecole de Droit in Paris and travel, visiting different portions of England, Scotland, Ireland, and the Continent, and also the less known countries of Greece and Turkey. Mr. Salisbury returned to Worcester in 1858 and studied law. He received the degree of LL. B. at Harvard in 1861, and was admitted to the Worcester bar. In the winter of 1861 Mr. Salisbury visited Yucatan, and passed six months studying the interesting Indian remains of that country. The results of this and subsequent visits and investigations are embodied in several interesting contributions to the transactions of the American Antiquarian Society. Mr. Salisbury has been generous to his native city. The Dean and Salisbury buildings, the first apartment houses in Worcester constructed on the most modern plan, and numerous buildings for manufactories and for homes, have been erected by him. He has given to the city a ward at the City Hospital and the beautiful Institute Park, a pleasure ground of eighteen acres on the borders of Salisbury Pond. The land was graded and laid out, and the various buildings thereon were erected at Mr. Salisbury's expense and under his personal supervision and direction. The Salisbury Laboratories at the Polytechnic Institute are another of his gifts. Mr. Salisbury was elected to the Common Council in 1863, 1865 and 1866. In the latter year he was president of the board. In 1892 he was elected to the Massachusetts Senate from the Worcester city district. He became a director of the Worcester National Bank in 1865, and its president on the death of his father, in 1884. He has been president of the Worcester County Institution for Savings since 1882. He has been a director of the State Mutual Life Assurance Company since 1863, and was a director of the Worcester, Nashua & Rochester and of the Boston, Barre & Gardner railroads until their absorption by the Boston & Maine and the Fitchburg roads. He was a trustee of the City Hospital from its incorporation in 1871 until 1889 and its secretary for seventeen years, and he is also a trustee of the Washburn Memorial Hospital, and held the position of secretary for ten years. He was elected trustee of the Worcester Polytechnic Institute in 1884, of Clark University in 1887, and treasurer since 1891, and of the Peabody Museum of Archæology in 1887. Mr. Salisbury is a member of the American Antiquarian Society, of which he has been president since 1887; American Geographical Society, Massachusetts Historical Society, New England Historic Genealogical Society, Conservatorio Yucateco, and of the Sociédad Mexicana de Geografia y Estadistica.

STEPHEN SALISBURY.

SAMUEL SWETT GREEN was born in Worcester, Feb. 20, 1837. His father was James Green, son of the second Dr. John Green, of Worcester, and his mother is Elizabeth (Swett) Green. Mr. Green was graduated from the Worcester High School in 1854, and from Harvard College in 1858. He was graduated from the Harvard Divinity School in 1864, and took the degree of master of arts at Harvard in 1870. After serving several years as book-keeper in the Mechanics' National Bank, and as teller in the Worcester National Bank, he became, in 1867, a director, and in 1871, librarian, of the Free Public Library of Worcester. The latter position he still holds. The library has grown rapidly in size and usefulness under his care, and a remarkable feature respecting its use is the very large proportion of books that is employed for study and purposes of reference. Mr. Green is one of the distinguished librarians of the country, and is an authority in respect to the use of libraries as popular educational institutions, and in respect to the establishment of close relations between libraries and schools. Mr. Green has held various offices in the American Library Association. Elected president of the association in 1891, he presided at the meetings held in San Francisco, Oct. 12–16 of that year. In May, 1892, he was chosen one of the original ten members of the new council of the association. He was a delegate of the association to the International Congress of Librarians, held in London in 1877, was a member of the council of that body, and took an active part in the discussions of the meetings. He was chosen an honorary member of the Library Association of Great Britain in 1878. In October, 1890, Mr. Green was appointed by the governor of Massachusetts an original member of the State Board of Free Public Library Commissioners. He is one of the founders of the Massachusetts Library Club, and gave courses of lectures in the School of Library Economy when it was connected with Columbia College, New York City. He is a member of the Advisory Council of the World's Congress Auxiliary of the World's Columbian Exposition on a Congress of Librarians. Mr. Green is a Fellow of the Royal Historical Society, a member of the council of the American Antiquarian Society, a member of the American Historical Association, of the New England Historic Genealogical Society, of the Art Commission of the St. Wulstan Society and of the Sons of the Revolution. He is a trustee of Leicester Academy, and was recently president of the Worcester Art Society. Mr. Green has written constantly for the "Library Journal" since its establishment, and has made many contributions to the proceedings of the American Antiquarian Society. He has also contributed to other periodicals in the United States and England. He has written two books and several pamphlets on questions in library economy, and has prepared monographs which have been published by the Massachusetts Board of Education, the United States Bureau of Education and the American Social Science Association.

SAMUEL S. GREEN.

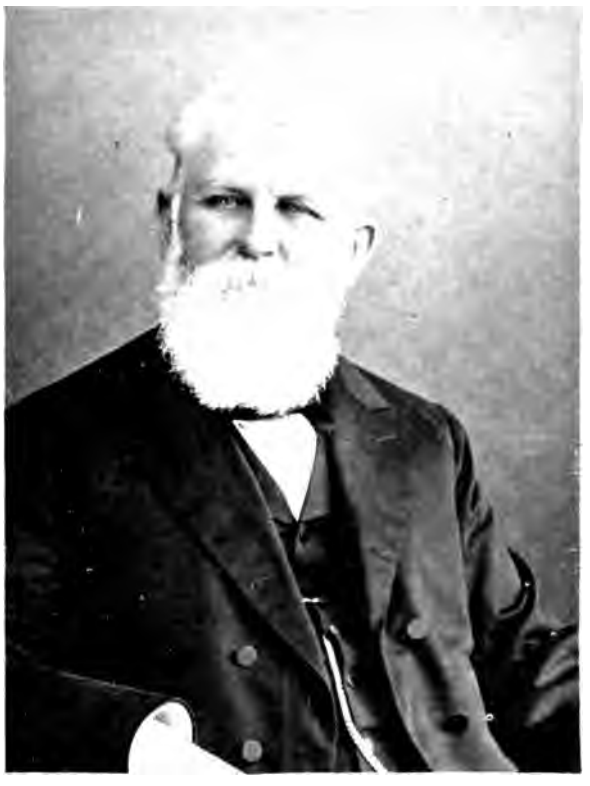
JOHN STANTON BALDWIN is at the head of one of the oldest institutions in the country, — the Worcester *Spy*, one of the very few American newspapers which antedate the Revolution, and have had a consecutive history since that time. The first number of the *Spy* was printed experimentally in Boston in July, 1770, at the office of the veteran printer Zechariah Fowle, with whom Isaiah Thomas had that year entered into partnership. The next year the paper passed entirely into Mr. Thomas's hands. In 1775 the atmosphere of Boston grew too hot for a journal of the revolutionary character of the *Spy*, and the press (still preserved at the hall of the American Antiquarian Society at Worcester) and types were smuggled across Charles River, and thence, the day after the Battle of Lexington, to Worcester, where the paper has since been regularly published. A complete file covering one hundred and twenty-two years may be seen at the Antiquarian Hall. After the death of Isaiah Thomas the paper was for thirty-five years edited by John Milton Earle, who began the daily issue in 1845. Mr. Earle was a pioneer and leader in the free-soil movement. He was succeeded by John D. Baldwin, who with his sons, John S. and Charles C., assumed control of the paper in 1859. Mr. Baldwin was also an anti-slavery pioneer. He was a member of Congress and an author of note, two of his volumes, "Pre-Historic Nations" and "Ancient America," having taken their place as standard works. He died in 1883. John S. Baldwin, the present editor and chief owner of the *Spy*, was born in New Haven, Conn., Jan. 6, 1834. He was educated in the Connecticut schools, learning the printer's trade while he was passing through the several grades, and fitting for Yale College at the Hartford High School. At this time all his hours not spent in school, from break of day till evening, were given to the printing-office. Disappointed in his desire to enter college, for he was a poor boy and could not afford it, he prepared himself for the work of teaching, graduating with high honors at the State Normal School. On the recommendation of the principal, D. N. Camp, afterwards Connecticut's commissioner of education, he was appointed principal of a large school but declined the offer, for he was called to Boston to take charge of the business of the *Daily Commonwealth*, of which his father was the editor. During the exciting years which followed he was in close contact with some of the most famous men of Massachusetts, who made that office their headquarters. Among them were Charles Sumner, Henry Wilson, Dr. Samuel G. Howe, Theodore Parker, Richard H. Dana, John A. Andrew, Anson Burlingame, Richard Hildreth, W. S. Robinson, William Claflin, Robert Carter, and many others of note. Mr. Baldwin's life in Worcester has been devoted to his paper. He has never sought public office, though he has served in the City Council, the School Board and the Legislature. He was an officer in the Union Army, going out in command of a company in the Fifty-first Regiment, which he raised at the request of Governor Andrew.

JOHN S. BALDWIN.

EDWARD AUGUSTUS GOODNOW was born in Princeton, Mass., July 16, 1810. His parents, Edward and Rebecca (Beaman) Goodnow, kept the tavern in Princeton, and Mr. Goodnow's early training was in the labors of the tavern and the farm attached to it, with the limited educational facilities of the district school, eked out by three terms at Hadley Academy. At the age of nineteen he entered the employ of his brother in the village store, and later entered into partnership with him in the enterprise. He afterward entered upon the manufacture of shoes in Princeton, but in 1847 sold out his business and left the village for wider fields. After one or two ventures without marked success, one in a cutlery establishment in Shelburne Falls and another in manufacturing in New York, he came to Worcester and bought a small retail shoe store. In four years he disposed of the retail department and devoted his attention to the broader and more lucrative field of a jobbing house, the first exclusively jobbing house ever started in Worcester. In ten years he was doing a business of $400,000. When the war broke out he joined heartily in the movement to save the Union, giving liberally to various causes to help the Government. He invested largely in government bonds, and when the national banking law was passed anticipated the local State banks in acceptance of the situation, by organizing a new banking institution which secured the name of the First National Bank of Worcester. He gave up his business at the close of the war and devoted his attention to the bank, of which he became president, an office which he still holds. Mr. Goodnow encouraged the clerks in his employ to enlist for the war, and thirteen of his employees enlisted at different times. When the movement for arming colored troops was started he headed a subscription with $500 to aid in the equipment of the first regiment. Mr. Goodnow has been a liberal giver of his wealth. He gave to Iowa College, $15,500; to the Huguenot Seminary in South Africa, $15,000; to Washburn College, Kansas, $5,000; to the Young Women's Christian Association of Worcester, $26,000, of which $9,000 was devoted to finishing and furnishing a hall in the building called the Memorial Hall, in memory of his wife. Her portrait was solicited for the hall. He has also established scholarships in Mt. Holyoke College, Northfield Seminary, Wellesley College, Iowa College, Hugenot Seminary, South Africa, and Hampton Institute, Virginia. Over fifty girls are receiving aid in these various institutions from funds furnished by Mr. Goodnow. He gave to his native town $40,000, of which $3,000 was toward the erection of a new town hall, and the rest for the building and endowment of a free public library and reading-room and a grammar school. Mr. Goodnow has been married three times. His first wife was Harriet, daughter of Dr. Henry Bagg, of Princeton, and at her decease he married her sister Mary. After the death of the latter he married Catherine Bowman Caldwell, eldest daughter of Seth Caldwell, of Barre.

EDWARD A. GOODNOW.

SAMUEL WINSLOW, son of Eleazer R. and Ann Corbett Winslow, was born in Newton, Mass., Feb. 28, 1827. He received a common-school education in the schools of that town, after which he went to work for a local establishment engaged in the manufacture of cotton machinery. He displayed great ingenuity and mechanical skill, and at the age of twenty was foreman of the machine shop in which he had learned his trade. He moved to Worcester in 1855, and in company with his brother, Seth C. Winslow, started a machine shop. Two years later they began the manufacture of skates. They remained in company until the death of Seth C., in 1871, after which Samuel Winslow carried on alone a constantly increasing business until 1886, when he was succeeded by The Samuel Winslow Skate Company, of which Mr. Winslow became president and treasurer, positions which he still holds. This corporation is the most extensive manufactory of ice and roller skates in the world, and will probably stand for all time as a monument to the perseverance and industry of its present president and treasurer. Before Mr. Winslow came to Worcester, he served as a member of the prudential committee of the school committee of Newton Upper Falls, Mass. He was a member of the Worcester Common Council in 1864 and 1865, and afterward represented the Tenth Worcester District in the Massachusetts Legislature in the years 1873 and 1874. In 1884 he was elected alderman to fill an unexpired term of one year, and in December, 1885, was elected mayor of the city, a position which he held for a term of four successive years. Mr. Winslow was a trustee of the Worcester County Mechanics' Association in 1868. He was vice-president in 1884 and 1885, and president in 1886. In December, 1888, Mr. Winslow became a director of the Citizens' National Bank, and in 1889 was made president of the board, an office which he still holds. In the same year he became a trustee of the People's Savings Bank. He took an active part in the introduction of electric lighting into the city of Worcester, and was one of the original stockholders of the Worcester Electric Light Company, with which he was continually connected as a director until early in the year 1892. He was the promulgator of the Worcester, Leicester & Spencer Electric Street Railway, which, with its thirteen and one-half miles of track, has, until recently, enjoyed the distinction of being the longest continuous electric railway operated from one power station in the world. Mr. Winslow was active in the incorporation of the company, and on its organization became its president, an office which he still holds. He was also among the promoters of the organization of the Worcester & Millbury Electric Railway, which is now in operation, and of which he is president. He was a delegate to the National Republican Convention in 1892. Mr. Winslow was married in Newton, in 1848, to Mary, daughter of David and Lydia Robbins. They have two sons, Frank Ellery and Samuel Ellsworth Winslow.



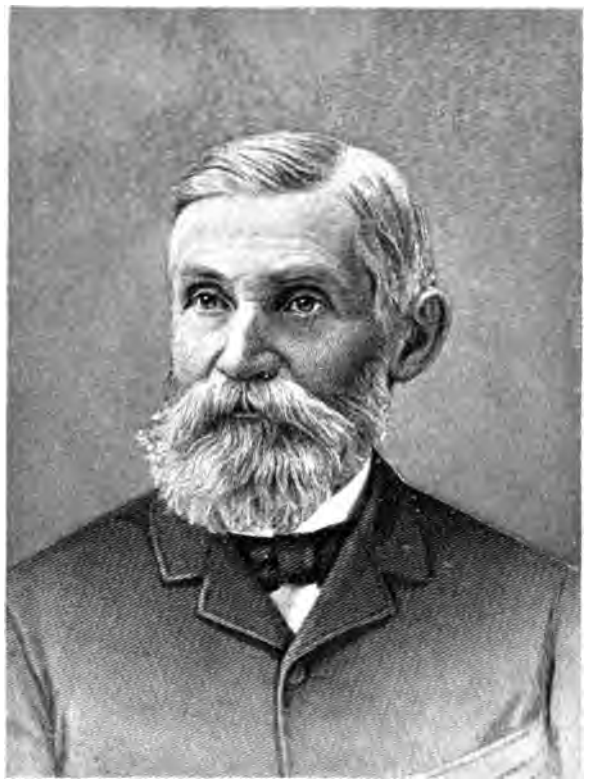
SAMUEL WINSLOW.

CHARLES B. PRATT was born in Lancaster, Mass., Feb. 14, 1824. His early years were passed in a hard struggle for a livelihood, for the poverty of his parents compelled him to seek work at the early age of nine years. He worked in a cotton mill in Fitchburg for three years, and then wandered to Rochester, N. Y., where he became apprentice to a moulder. He secured a release from his apprenticeship after a year to enter, at fourteen years, the dangerous employment of submarine diving. At twenty he had thoroughly learned the business and had saved a large portion of his wages. He then came to Worcester and finished his time as a moulder in the old Wheeler foundry. Seven years later Mr. Pratt went into the submarine business on his own account, and pursued it with success for twenty years, undertaking in that time a number of important and hazardous operations on the coast and among the Great Lakes. He retired in 1871 to devote himself to his private interests in Worcester, where he had invested the profits of his business, and where in the intervals of his submarine work he had been city marshal in 1863, 1864 and 1865. His business talents quickly found occupation. He had invested in the First National Bank on its organization, and has been one of its directors from the beginning. He became president of the First National Fire Insurance Company in 1872, and was for years its sole manager. He was the first president of the Worcester Protective Department, and continues to hold the position. He is also a trustee of the Worcester County Institution for Savings. Mr. Pratt was president of the Worcester Agricultural Society for sixteen years, and was active in bringing about the combined exhibitions of the New England and the Worcester societies. He pushed the project of horse-car lines to the fair grounds, and organized the Citizens' Street Railway Company in 1886. The following year a combination was effected with the old company, and Mr. Pratt has since been president of the consolidated company.

CHARLES B. PRATT.

He was an original director in the Worcester Theatre Corporation, and also in the Bay State House Corporation. Mr. Pratt has attained the thirty-second degree in Masonry. He is a member of Worcester County Commandery of Knights Templar, and is also a member of various Odd Fellow and Pythian organizations. Mr. Pratt has served in both branches of the City Council and in both branches of the Legislature. He was elected mayor in 1876, and was re-elected in 1877 and 1878. During his occupancy of the office of mayor were effected the settlement of the claims for the bursting of the Lynde Brook dam, the construction of the Foster Street extension and of the "Big Sewer" to Quinsigamond, the three operations involving the expenditure of half a million dollars. The city debt, however, was increased but $50,000, and the tax rate kept below $15. Mr. Pratt was State senator in 1883. He continues to serve the city as an overseer of the poor and as commissioner of the Jaques (City Hospital) Fund. Mr. Pratt married, in 1844, Lucy Ann Brewer.

H. H. BIGELOW was born in Marlboro, Mass., June 2, 1827, the fifth son of Levi and Nancy Ames Bigelow. Mr. Bigelow received a common-school education in the public schools of Marlboro, but at the age of fifteen applied himself to learning the shoemaker's trade. He had always shown a taste for mechanics, and at an early age displayed inventive talent. He devised an arrangement for making meat skewers when but a boy, such articles having formerly been whittled out by hand. In 1847 he began to manufacture shoes in Marlboro, and three years later went to New York and made brogans in company with his uncle, Charles D. Bigelow. He returned to Marlboro in 1854, and then after three years of building, farming and speculating, went to Albany, N. Y., and continued the shoe manufacture, employing convict labor in the penitentiary. He subsequently employed convicts in Providence, R. I., and at Trenton, N. J., using the latter in the manufacture of army shoes in the early years of the war. Among labor-saving devices of Mr. Bigelow's invention made during the years last mentioned, were a gang punch, an improvement in pegging machines which substituted a knife for the saw to cut the pegs, and channeling and heel trimming machines. Mr. Bigelow came to Worcester in 1863 as superintendent for Bigelow & Trask, a firm which was afterwards absorbed by the Bay State Shoe and Leather Company. Mr. Bigelow became a large owner of stock in this corporation, and its manager. In 1869, Mr. Bigelow invented the Bigelow heeling machine, one of the greatest labor-saving devices of the boot and shoe industry. The machine utilizes waste leather by turning it under pressure into heels, at the same time shaping, piercing and nailing the heel. In 1875 the interest of the Bigelow Heeling Machine Company and those of the McKay Heeling Machine Company were consolidated. Mr. Bigelow became interested in real estate on Lake Quinsigamond in 1872, but not until 1883 did he acquire control of the West, or Worcester Shore, and of the Worcester & Shrewsbury railroads, which gives access to it. He immediately began to improve his property. The railroad bed and the rolling-stock were renewed, buildings erected, and the whole aspect of things changed. As a result, the lake became a popular summer resort. Mr. Bigelow has added to his property at the lake from time to time. In conjunction with Hon. Edward L. Davis, he presented to the city for a park a beautiful tract of woodland comprising over one hundred acres. The village of Lake View, a flourishing suburb of cottages, chiefly the homes of Worcester mechanics, was built up by Mr. Bigelow's encouragement. In 1882 Mr. Bigelow purchased of the Boston & Albany Railroad the site of the old Worcester depot on Foster and Mechanic streets, the largest single purchase of real estate ever made in Worcester. Here, in addition to a roller-skating rink, he established the first electric-light plant in Worcester. He is still interested in the Worcester Electric Power Company, which furnishes power to forty or more minor industries.



H. H. BIGELOW.

JAMES A. NORCROSS and Orlando W. Norcross comprise the firm of Norcross Brothers, whose reputation as contractors and builders is now as firmly established as a block of their own favorite Longmeadow brownstone, and whose names are known all over the country wherever a fine building is to be erected, or where the fame of a fine structure has extended. The Norcrosses came naturally by their calling, for they inherited a constructing ingenuity and love of building from their father. He was Jesse S. Norcross, a man of great mechanical ability, whose chief business was setting up sawmills in the Maine woods. James A. Norcross was born in Winslow, Me., March 24, 1831, and Orlando was born in Clinton, in the same State, Oct. 25, 1839. The early death of their father threw the boys upon their own resources. They became carpenters and builders, finally establishing themselves in Swampscott, Mass., in 1864, after the return of the younger brother, Orlando, from three years' service with the First Massachusetts Heavy Artillery in putting down the Rebellion. Four years later they removed to Worcester, Mass., and began laying the foundations of the vast business enterprise of which they are now the proprietors and managers. The first important contract undertaken was for the Congregational Church in Leicester, Mass., in 1866. It was not a large structure, but it proved the beginning of a long series of successful building operations, and the firm have ever retained a warm regard for the Leicester society, and those of it who gave the contract to them. In the next four years they had taken and successfully completed the contracts for the Crompton Block, the First Universalist Church and the Classical High School, all in Worcester, and in all their work established a reputation for honesty, faithfulness and trustworthiness. In the erection of the high school, they came in contact with the late H. H. Richardson, the master architect of America, and the close relations that continued between the architect and the firm until the death of the former showed his appreciation of the skill with which the Norcrosses carried out his designs. The monuments of his genius are no less the monuments of the skill and faithfulness of the contractors who erected them. The Norcross contracts are usually of the kind that includes all portions of the structure to the completed building. To be able to take these they have gathered together a large force of clever artisans in all kinds of work that pertains to building. They have large shops, where the finest interior finish is turned out, skilful carvings and beautiful tracery in wood, stone and metal. They own quarries at Milford, Mass., whence comes the famous pink Worcester granite, which is growing in public favor as a material. They also own quarries at Longmeadow, where they procure the compact, and firm, yet soft and warm-looking Longmeadow brownstone, which they were the chief means of introducing. They also own quarries of red granite at Stony Creek, Conn., where the granite quarried is commonly known as "Branford Red." They also operate quarries

JAMES A. NORCROSS.

of marble at Tuckahoe, N. Y., where a beautiful white marble is secured, and from which many prominent buildings in New York City have been built in the last twenty years. James A. Norcross married, in 1852, Mary Ellen Pinkham, of Peabody, Mass. They have four sons and two daughters. Mr. Norcross, though a very busy man, takes a good citizen's interest in the affairs of the city, which he served as councilman in 1877. Orlando W. Norcross married in 1870, Ellen P. Sibley, of Salem, Mass. They have three daughters. Mr. Norcross was selected by General Grant as an expert on the commission to examine the condition of the Federal Building in Chicago. The task was difficult but its result will long be remembered by builders, for no suggestion or finding of the commission has failed to be sustained by subsequent events. The following are some of the buildings erected by this enterprising firm. The list includes only some of the larger kind, but it will be seen to include almost all varieties of buildings.

ORLANDO W. NORCROSS.

PUBLIC BUILDINGS: 1872, Hampden County Court House, Springfield, Mass., cost, $175,000; 1877, Woburn Library, cost, $80,000; Ames Library, North Easton, Mass., cost, $36,000; 1879, Town Hall, North Easton, Mass., cost, $50,000; 1880, Crane Memorial Library, Quincy, Mass., cost, $44,000; City Hall, Albany, N. Y., cost, $295,000; 1885, Allegheny County Court House, Pittsburg, Pa., cost, $2,500,000; Malden, Mass., Library, cost, $90,000; 1887, Cincinnati Chamber of Commerce, cost, $530,000; Howard Memorial Library, New Orleans, La., cost, $98,000; 1889, State House Extension, Boston, Mass., cost, $700,000; 1892, Bloomingdale Asylum, White Plains, N. Y., cost. $1,135,000.

CLUB HOUSES: 1879, Union League, New York City, cost, $255,000; 1881, Boston Art Club, cost, $54,000; 1886, Algonquin Club, Boston, Mass., cost, $177,000.

EDUCATIONAL: 1870, Worcester High School, cost, $120,000; 1878, Boston Latin School, cost, $170,000; Hemenway Gymnasium, Harvard College, cost, $91,000; Sever Hall, Harvard College, cost, $104,000; 1882, Austin Hall, Harvard College, cost, $136,000; Union Theological Seminary, New York City, cost, $286,000; 1883, Vermont University, Burlington, Vt., cost, $92,000; Lawrenceville School, N. J., cost, $320,000; 1886, Durfee High School, Fall River, Mass. (stone work), cost, $200,000; 1888, Crouse Memorial College, Syracuse, N. Y., cost, $220,000; Yale Memorial Building, New Haven, Conn., cost, $135,000; 1892, Princeton College, Commencement Hall, cost, $214,000, Walker Art Building, Bowdoin College, Brunswick, Me., cost, $107,000. The business structures erected by them include the Marshall Field Building, Chicago, $900,000; N. Y. Life Ins. Co.'s buildings at Omaha and Kansas City, $750,000 each; Exchange Building, Boston, $1,410,500; Ames Building, Boston, $704,000; Youth's Companion, Boston, $464,000. Their celebrated churches are: Trinity, Boston, $390,000; St. John's, N. Y., $419,000; South Congregational, Springfield, Mass., $150,000. They built the B. & A. station at Springfield, $375,000.

JAMES JOHNSON WARREN was born in Brimfield, Mass., March 23, 1822. His ancestors were of good old Puritan stock. His grandfather, Philemon Warren, was a cousin of General Joseph Warren, the patriot who fell at Bunker Hill. Philemon Warren settled at Brimfield, and began as a tanner and currier the successful leather industry which his descendants until recently maintained there. John M. Warren, the father of the subject of this sketch, continued the business, and to make a market for the leather that accumulated in the tannery, started a boot and shoe shop in Brimfield in 1818. Their factory, which was one of the first established in Massachusetts, became the main industry of Brimfield and its vicinity. James J. Warren grew up in the atmosphere of leather, and naturally turned to it for a means of livelihood. He acquired his elementary education in the schools of Brimfield, and in academies at Ellington, Conn., and Monson, Mass. In 1834 he came to Worcester and completed his education in the Worcester Manual Labor High School, now Worcester Academy. Here he passed two years, and then entered active business in the leather trade, in which he has ever since, in one branch or another, been engaged. He began his business career in 1838 as clerk in a New York leather house. Three years later he was clerk for P. Warren & Sons, in the Brimfield factory, after which he started with his brother in a wholesale and retail boot and shoe store in Petersburg, Va., but less than a year of Southern life contented him, and he disposed of his business and returned to Brimfield. Here he established himself in the tanning and manufacture of card leather. This industry he carried on successfully for a number of years, and finally removed it to Worcester in 1867. Here he went into partnership with O. H. Weston, who then carried on a produce business, and the two industries were continued together for a dozen years. Perceiving the advantages of a location near the projected union station, Mr. Warren purchased property on Washington Square, and erected the Warren Building, a handsome granite structure overlooking the square. He moved his leather business into it, dissolving his partnership with Mr. Weston. He next purchased the business of the Harrell Manufacturing Company in Boston, and changing the name to the J. J. Warren Company, of which he became president, moved it to Worcester in 1887. This concern has built up a comparatively new industry in this country in the manufacture of fine leather goods of all descriptions which promises to be permanent, the business having already outstripped that of J. J. Warren & Son. The company uses many varieties of leather, and makes all sorts of articles into which this material enters. Mr. Warren is a modest gentleman, and has always refused public office. The only exception he made was when he accepted the trusteeship of the Hitchcock Free High School in his native town. Mr. Warren married, in 1844, Mary Emmons, of Hinsdale, Mass. They have three daughters and one son, the latter associated with his father in business.

JAMES J. WARREN.

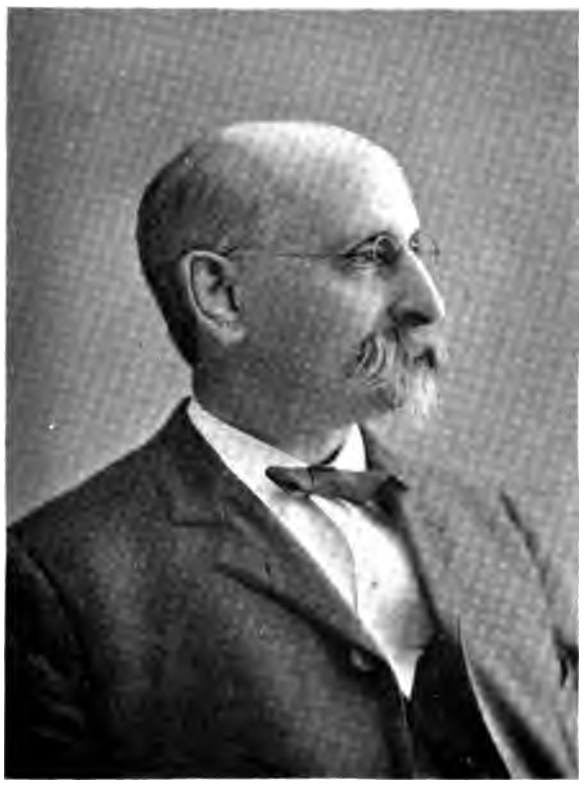
JOHN DAVIS WASHBURN was born in Boston, March 27, 1833, the eldest son of John Marshall and Harriet (Kimball) Washburn. The family removed to the town of Lancaster, in Worcester County, in 1838, and there Mr. Washburn passed his boyhood and received his earlier education. He was an apt student, finishing the course at Harvard when only twenty years of age, being graduated in the class of 1853. He entered upon the study of law with Hon. Emory Washburn, afterward in the office of Hon. George F. Hoar, and finally in the Harvard Law School, where he received the degree of LL. B. in 1856. Admitted to the Worcester bar, he practised his profession in partnership with the late Hon. Henry C. Rice. He early turned his attention to insurance, and became prominent as an insurance attorney, finally succeeding the late Hon. Alexander H. Bullock as attorney and agent for several large companies. His title of colonel he received as a member of Governor Bullock's staff, on which he served from 1866 to 1869. In 1871 he was appointed trustee of the Worcester Lunatic Hospital, and served continuously until 1881. From 1875 to 1885 he was a trustee of the Massachusetts School for Feeble-Minded. He was in the lower branch of the State Legislature from 1876 to 1879, and served one term in the Senate from the Worcester city district in 1884. Politically, Colonel Washburn has always been an ardent Republican, taking an active interest in the success of his party, and being a valued participant in its councils. Mr. Washburn has held many positions of trust. He was a director of the Citizens' National Bank from 1866 to 1880; a member of the Board of Investment of the Worcester County Institution for Savings since 1871; trustee, and for fifteen years treasurer, of the Washburn Memorial Hospital; a director, since 1862, of the Merchants' and Farmers' Insurance Company, in which he succeeded the late Hon. Isaac Davis as president in 1883. He is also councillor and recording secretary of the American Antiquarian Society, councillor of the Massachusetts Historical Society, an original member of the American Historical Association, corresponding member of the Georgia Historical Society, trustee and first secretary of Clark University, and for many years was a director of the Harvard Alumni Association. In 1889 he was appointed United States minister to Switzerland by President Harrison, a position which he filled until his resignation in the autumn of 1892, having held it a year longer than he had at first intended. Colonel Washburn married, in 1860, Mary, daughter of Charles L. Putnam, and has one daughter, Edith, wife of Richard W. Greene, of Worcester. Colonel Washburn is a man of scholarly tastes, and possesses a hearty and genial manner which renders him a popular attendant on gatherings of a social character. He is an excellent presiding officer on all occasions, and his presence always assures the success of any movement or meeting in which he participates. He is considered one of the best authorities in the State on historical questions.

JOHN D. WASHBURN.

HOMER TAYLOR FULLER was born in Lempster, N. H., Nov. 15, 1838, the son of Sylvanus and Sarah M. (Taylor) Fuller, and is a direct descendant of Dr. Samuel Fuller, the physician of the "Mayflower" company who settled Plymouth. Mr. Fuller finished his preparatory studies at Kimball Union Academy, Meriden, N. H., and was graduated at Dartmouth in 1864. He had taught school at intervals during his college course, and on graduation continued to do so. He was principal of Fredonia (N. Y.) Academy for three years. With a view to entering the ministry, he studied at Andover Theological Seminary and at Union Seminary in New York for portions of two years; also devoting part of this time to teaching at Meriden and at St. Johnsbury, Vt. From 1869 to 1871 he was acting pastor of the Congregational Church at Peshtigo, Wis., but then decided to adopt teaching as his profession, and accepted the principalship of St. Johnsbury (Vt.) Academy. This school under his guidance increased in numbers from fifty to two hundred and fifty pupils, and came to the very front rank of schools for secondary instruction. In 1879–80 he spent a year in study and travel abroad, and visited England, the Continent, Greece and its islands, Egypt, Palestine, Syria and Asia Minor. In 1882 he became principal — afterwards president — of the Worcester Polytechnic Institute, and before entering upon his duties spent five months in the examination of scientific and technical schools in Europe. In that time he visited similar institutions in Manchester, Birmingham, Bradford and London in England, in Paris, Aachen, Zurich, Munich, Vienna, Dresden, Hanover, Berlin, Hamburg, Copenhagen, St. Petersburg and Moscow, and in his inaugural address in June, 1883, showed how much technical training had done, or was beginning to do, for the industries of these foreign countries. Dr. Fuller received the degree of Ph. D. from his alma mater in 1880. The institute has greatly prospered since he took charge of it, the numbers of students and instructors and the accommodations having fully doubled in the ten years of his administration. He reads five or six languages with facility, and has some knowledge of two or three more. He has made geology, mineralogy and metallurgy special studies from the college on, and has read widely in history and economics. He is devoted to his administrative work and to instruction, and has published little except occasional scientific papers and addresses. He is now preparing a monograph on Russian technical education. He is a member of the American Institute of Mining Engineers, of the American Academy of Political Science, and a fellow of the Geological Society of America, and of the American Association for the Advancement of Science. He has also, for some years, been one of the vice-presidents of the American Institute of Instruction, is a member of the Worcester Club, and has served on the School Committee of Worcester. He married, June 20, 1870, Miss Etta Jones, of Fredonia, N. Y., and has two daughters and one son.

HOMER T. FULLER.

J. EVARTS GREENE was born in Boston, Nov. 27, 1834, son of Rev. David and Mary Evarts Greene. The family removed to Roxbury soon after Mr. Greene's birth, and he received his education in the public schools and the excellent Latin School of that town. In 1849 Mr. Greene entered the University of the City of New York, and after a year at that institution went to Yale College, where he was graduated in the class of 1853. He taught school for four years, in Connecticut and in Iowa, and then spent two years in the employ of the government, surveying public lands in Kansas. At that time the plains were still covered with buffalo, and the Indians met with there were still armed with the primitive bow and arrow. Mr. Greene returned to Massachusetts in 1859, and after less than a year's study was admitted to the Worcester bar. He settled upon North Brookfield for a location, and began to practise his profession there. When the call for volunteers came, in 1861, Mr. Greene was the first man in North Brookfield to enlist. He aided in raising a company in the Fifteenth Regiment, and was commissioned first lieutenant of the company. Oct. 2, 1861, the regiment participated in the disastrous battle of Ball's Bluff, in which it was badly shattered. Lieutenant Greene, with a detachment of his company, remained on the south bank of the river, covering the escape of his comrades, and with his little force was taken prisoner. With other officers taken in the battle, Lieutenant Greene was held prisoner of war in Richmond for four months. Released on parole, the prisoners left Richmond, Feb. 22, 1862, the day Jefferson Davis was inaugurated. Mr. Greene's gallant service at Ball's Bluff had been recognized by a captain's commission, issued while he was in prison. Finding it impossible, however, to secure an exchange, and weary of waiting, Captain Greene resigned and returned to North Brookfield, and resumed the practice of his profession. In April, 1864, Mr. Greene married Mary A. Bassett, of New Haven. He continued in practice at North Brookfield until May, 1868, when he removed to Worcester to become the associate of Hon. John D. Baldwin in the editorship of the Worcester *Spy*. On Mr. Baldwin's death Mr. Greene became editor-in-chief, a position which he filled until 1891. It was a post for which his scholarly tastes, well-trained mind, and ready knowledge of men and events eminently fitted him. His style is direct and forcible, and he possesses a readiness and aptness of expression which makes his written English a delight to the reader. Mr. Greene was appointed postmaster of Worcester, Feb. 5, 1891. Under his administration the efficiency of the service has materially improved, owing to the systematizing of the work. The carrier service has been improved and extended, and the number of collections increased. Mr. Greene is a member of the American Antiquarian Society, and of the St. Wulstan Society, and has twice been president of the Board of Directors of the Free Public Library of Worcester. In politics Mr. Greene is a Republican.



J. EVARTS GREENE.

GENERAL ROBERT HORACE CHAMBERLAIN, sheriff of Worcester County, was born in Worcester, June 16, 1838. His ancestors on both sides of the family had been for several generations residents of Worcester, so he may truly claim to be born of old Worcester stock. His father was General Thomas Chamberlain, one of the solid men of Worcester County, who, like his father before him, was a selectman of the town and a citizen of prominence. When the town became a city he was president of its first Common Council. The mother of the subject of this sketch was Hannah Blair, also of an old county family. Robert H. Chamberlain received his education in the public schools of Worcester, and at Worcester Academy and Westfield Academy. At eighteen he entered upon an apprenticeship to Ball & Ballard, machinists, and learned the trade thoroughly, as he always does everything. Then the war broke out, and Mr. Chamberlain enlisted in Company A, of the Fifty-first Regiment. He was sergeant while in the Fifty-first, but later reenlisted in the Sixtieth and was commissioned captain of Company F. The taste for military affairs, which he acquired in the service, induced him to continue after the war ended. He was active in State militia circles for over a decade. He was captain of the Worcester City Guards, major and afterward colonel of the Tenth Regiment, and finally was brigadier-general of the State militia, a position he resigned in 1876. He was active in organizing Battery B, of Worcester, which still retains the name of Chamberlain Light Battery. General Chamberlain has received high Masonic honors. He joined the order in 1862 and the commandery in 1865. He has taken the thirty-second degree, Scottish Rite, and holds one of the highest offices attainable in Knight Templarship, — that of grand commander of the Grand Commandery of Massachusetts and Rhode Island. He is treasurer of the Worcester Masonic Relief Fund. General Chamberlain was a charter member of Post 10, G. A. R. For three years he was president of the Worcester County Mechanics' Association. His public service began in 1869, when he represented Ward Three in the Common Council, an office to which he was re-elected in the following year. Then Mayor Blake, to whom the city is chiefly indebted for its excellent sewerage system, made him superintendent of sewers. As executive officer of this important department of the city, General Chamberlain was most efficient. During his sixteen years of service he extended the system some sixty miles. He continued in charge of the sewer department until 1888, when he resigned to become deputy-sheriff and keeper of the House of Correction. Although Sheriff Sprague, who appointed him, was defeated for re-election, Sheriff Nye wisely retained General Chamberlain in his position at the jail. In the fall of 1892, after a spirited canvass, General Chamberlain received the Republican nomination for sheriff and was elected. He married Esther Browning, of Hubbardston, and they have two daughters.

ROBERT H. CHAMBERLAIN.

FRANCIS HENSHAW DEWEY, second of the name, was born in Worcester, March 23, 1856. He is the son of the late Judge Francis H. and Sarah B. (Tufts) Dewey. He received his early education in private schools, and then entered St. Marks School, at Southboro, in 1868. Here he spent four years in preparation for college, and then entered Williams College, his father's *alma mater*. Mr. Dewey took a high rank in college, being one of the first six of his class, and so became a member of the Phi Beta Kappa Society, the one college society in which membership is determined by rank. Mr. Dewey graduated in the class of 1876, and three years later received from his college the degree of master of arts. As Mr. Dewey's ancestors for several generations had been engaged in the profession of the law, it was natural that upon graduation he should choose the same profession, and he began his studies in the office of Staples & Goulding, in Worcester. After a year of office study he entered the Harvard Law School, and by assiduous work covered the two years' law course in that institution in one year, receiving the degree of LL. B. in 1878. After a few months more in the office of Staples & Goulding he was admitted to the Worcester bar in February, 1879. He began the practice of his profession in Worcester, where he has since continued. Mr. Dewey is a man of the firmness and stability of character that invites confidence, and probably occupies more positions of trust than any other among the young professional men of the city. He became solicitor of the Worcester Mechanics' Savings Bank in 1880, clerk of the corporation in 1882, and a trustee of the institution in 1888. He succeeded his father in 1888, on the decease of the latter, as director, and in April of that year was chosen president of the Mechanics' National Bank. He is also a director of the Worcester Gas Company, of the Norwich & Worcester Railroad Company, a director and the treasurer of the proprietors of the Bay State House, and holds the same positions in the Worcester Theatre Association. In the last-named corporation he took an active part in the reorganization of two years ago, which resulted in giving the city its present beautiful theatre. Mr. Dewey is chairman of the Board of Assessors, of the Second Parish (Unitarian) Church, and superintendent of the Sunday school. He is also much interested in charitable work, being a director of the Associated Charities of Worcester. Though often urged to accept political office, he has felt obliged, on account of the business interests with which he is identified, to decline. He is a member of the American Antiquarian Society, of the Worcester Fire Society, the Worcester Club and the Quinsigamond Boat Club. Among other positions of a fiduciary character he includes the trusteeship of numerous estates. Mr. Dewey married, Dec. 12, 1878, Lizzie D. Bliss, daughter of the late Harrison Bliss, of Worcester. They have one son and one daughter. Few men of his years carry on their shoulders such a load of important and diversified interests as Mr. Dewey.

FRANCIS H. DEWEY.

ALFRED S. PINKERTON, president of the Massachusetts State Senate, was born in Lancaster, Penn., March 19, 1856. After the death of his father, he accompanied his mother to Worcester, where he was employed as book-keeper in a manufacturing establishment. Being ambitious to enter the legal profession, he utilized his spare hours in study, and by dint of close application, aided by the advice and assistance of the late Hon. Peter C. Bacon, he was enabled to fit himself for the bar, to which he was admitted in 1881. He immediately began the practice of law, and soon rose to a position of recognized prominence. In 1887 he was elected to the House of Representatives, and was re-elected in 1888 and 1889 by increased majorities. He served on the committees on the Judiciary and on Constitutional Amendments, and was house chairman of the Committee on Water Supply. In 1890 he was elected to the Senate, where he was chairman of the Committee on Constitutional Amendments and served on the committees on the Judiciary and on Probate and Insolvency. Re-elected in 1891, he was appointed chairman of the Committee on Judiciary, the highest honor in the gift of the president, and upon the creation of the Joint Special Committee, to consider the organization of the various State boards and commissions, was made its chairman. In this year he was also a member of the Committee on Probate and Insolvency. The further consideration of the subject of State commissions being referred to a Joint Special Committee, to sit during the recess, Mr. Pinkerton served as its chairman, presenting to the next Legislature a report of its findings. In 1892 he was elected president of the Senate by the unanimous vote of his associates, Republicans and Democrats alike. As the presiding officer of the Senate, he has commanded respect and admiration for fairness, careful rulings and knowledge of parliamentary law and procedure. Mr. Pinkerton was elected to the Senate for 1893, and was again chosen as the president of that body. He has been secretary and chairman of the Worcester County Republican Committee. In appearance, Mr. Pinkerton is pleasing, and while he has a somewhat stern countenance, is genial and warm-hearted. He is a member of Worcester Lodge, No. 56, I. O. O. F., and of Wachusett Encampment. In 1882 he entered the Grand Lodge and Grand Encampment, where he at once took rank, and was a member of the committee which in 1887 reported in favor of the establishment of a "home for aged and infirm members of the fraternity." He has been grand master of the Grand Lodge of Massachusetts — the youngest man who ever occupied that exalted chair, and has for a number of years been chairman of the Finance Committee of that body. Since 1889 he has represented this jurisdiction in the Sovereign Lodge. He is also a member of the Masonic fraternity, belonging to Athelstan Lodge, of which he is past master; to the council and chapter, and to Worcester County Commandery of Knights Templar. Mr. Pinkerton is a public speaker of established reputation.

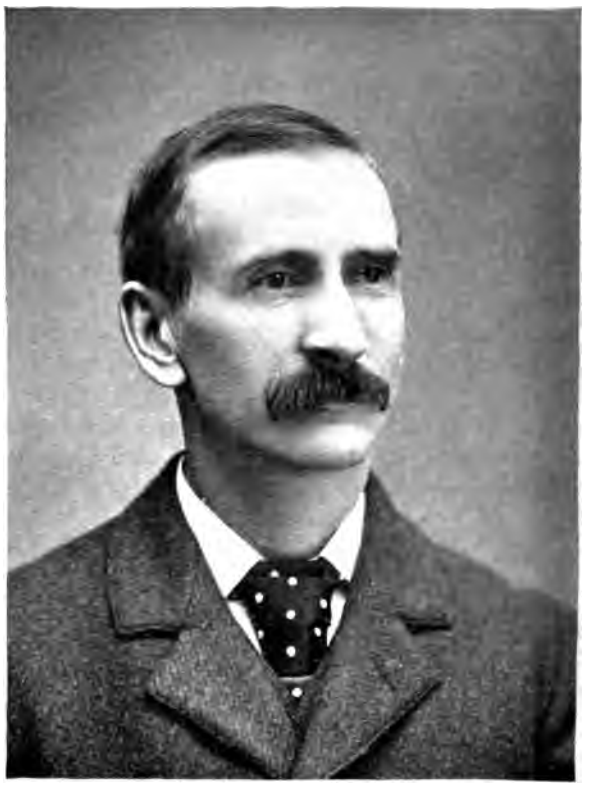
ALFRED S. PINKERTON.

NEWBURYPORT dates its existence as a city from its grant of charter, May 24, 1851; as a town, from its incorporation, Jan. 28, 1764; but it had been settled for nearly one hundred and twenty years previously, as a part of Newbury, which was incorporated as a plantation May 6, 1635. The original settlement of Newbury was along the banks of the river Parker, and its people were mainly agricultural. Within a few years several families migrated four miles further to the north, to the shore of the larger stream, the Merrimac, and formed a fishing settlement.

From this grew a mercantile and commercial community, which for a period formed the third seaport town in wealth and importance in the colonies. For over two hundred years Newburyport depended for its prosperity upon the sea. Along the river banks a ceaseless activity pervaded its score of ship-yards. Its vessels sailed to every quarter of the globe and brought home the products of nature or the results of the industry of every people. It was a market for the whole Merrimac valley, the farmers of New Hampshire and Vermont as well bringing the fruits of their farms to exchange for the necessities or luxuries which were daily piled upon its wharves or stored in its warehouses. When wars with the mother country came, from peaceful sailors its mariners and shipmasters became naval heroes, and privateering, according to the established methods of warfare of the times, made many rich. But ill-fortune did not overlook the rich and prosperous place. In 1811 a fire, greater in extent, more widespread in its results, than either those of Boston or Chicago, in later years, in proportion to wealth and population, dealt a withering blow to its people. The embargo and non-intercourse acts left ships rotting at its wharves, the general hard times of the first quarter of the century were felt with cruel force, and Newburyport's commercial greatness was destroyed. The shipbuilding art continued, with varied degrees of prosperity, reaching its highest mark in the fifties, but since then it has steadily declined, until now no ship rests on the stocks. Its commerce has been wholly obliterated, and its once great fishing industry is a tale which is told.

Towards the middle of the century Newburyport began to experience its new birth, that of a manufacturing community. Four large cotton mills were built. Later, at about the period of the war, the shoe industry was inaugurated. Its growth was slow at first, but in the past dozen years has been rapid, until now Newburyport ranks among the important shoe centres of the State. Other industries have been established, among which are the manufacture of silver ware, of street railroad cars, horn combs, and a half dozen different products, and to-day Newburyport's prospects as a manufacturing community are encouraging. Its population numbers some 15,000, its taxable wealth is about $10,000,000. A bare list of the names of those men claimed by Newburyport who have become eminent in their country's history would more than fill the space alloted to this article. Caleb Cushing, the statesman; Theophilus Parsons, the jurist; William Lloyd Garrison, the philanthropist; William Wheelwright, the cosmopolitan; Tracy, Marquand, Brown, Bartlett, Lunt, the Cushings, great merchants, all; Titcomb, Lunt, Nichols, Moses Brown, Greely, warriors by land or sea, the last named of Arctic fame — these are but a few of the many. In "times which try men's souls," the patriotism of Newburyport has never been questioned. With a population of but about 2,500, there were 717 enlistments from the town during the seven years of the Revolutionary War. In the War of the Rebellion there were 1,343 enlistments in the army and 242 in the navy, a total of 1,585, and the war debt of the city reached $123,000. While Newburyport is proud of its history, it is not unmindful of the demands of the present, nor lacking in faith for the future. It is not the fate or fortune of many communities to experience so radical and far-reaching a change as that from a town wholly commercial to a city entirely industrial. The transformation could not be accomplished without a wrench, the adjustment could not be reached and the march of progress resumed at the waving of a wand. If the gain has not been so rapid as that of sister cities, there have been good reasons, but with her face to the future she awaits its unfolding with confidence.

ORRIN J. GURNEY, mayor of Newburyport, was born in that city in 1849. He received his education in the common schools, and in 1873 engaged in business for himself as a manufacturer of paper and wooden boxes. He has carried on this industry to the present time. In 1880, desiring more commodious quarters for his business, he purchased a church building on Congress Street, it having fallen into disuse by a consolidation of two societies. This he fitted up to meet his wants, but without changing the exterior, even the steeple being left standing, so that the stranger, as he passes along and pauses to look at an old church building, is startled and amused on reading a sign affixed to the wall to learn that the building is not devoted to the usual purposes the style of architecture is wont to proclaim, but that instead it is the home of a busy industry. Mr. Gurney was elected to the Common Council of 1883. He entered that body with a mission, which was to reform the unbusiness-like and careless way of assessing taxes, which, in the course of years, had come to be a great evil. At the May meeting, on his motion, an order was passed instructing the assessors to follow strictly the public statutes relating to the exemption of property from taxation. This was followed, against strong opposition, by a vote, carried in September, ordering printed a list of all real and personal property in the city, the amounts taxed thereon, the owners' names, with a list of exemptions accompanied by reasons therefor. The appearance of this "Doomsday Book" created a great sensation, but its objects were accomplished. When every man could see just what every other man's property was valued at, with the opportunities for comparison, a sentiment was created which led the boards of assessors thereafter to use the utmost care in their work, and the benefits therefrom prevail to the present time. That the people appreciated Mr. Gurney's efforts was patent in the fact that they elected him to the Board of Aldermen at the election following. In 1887, 1888, 1889, 1890 and 1891 he again was a member of the Common Council, and was honored with the presidency of that board in 1888, 1890, 1891. At the municipal election in 1891, he was chosen mayor for the ensuing year. Mayor Gurney's inaugural address showed at once that his administration would be no mere formality. It was incisive and outspoken, and throughout the year he gave his best endeavors to the city's interests. Mayor Gurney is a prominent Freemason, a member of the Knights of Honor, the United Order of the Golden Cross, and the Newburyport Veteran Artillery Association. Since identifying himself with the affairs of the city he has been untiring in his efforts to accomplish what he deemed best for the city's good, and though some have differed with him as to methods, he has maintained the respect of all. There is no disputing the fact that Mayor Gurney is thoroughly alive to the best interests of the city. The same fearless energy that characterized his course in the Common Council and in the Board of Aldermen has marked his administration as mayor.



ORRIN J. GURNEY.

GENERAL ADOLPHUS W. GREELY, the Arctic explorer, was born in Newburyport, March 27, 1844. He was fitted for college in the public schools, graduating in 1860 from the Newburyport High School. In July, 1861, he enlisted as private in the Nineteenth Massachusetts Regiment, and served in the battles of Ball's Bluff, Fair Oaks, Malvern Hill, Antietam, Fredericksburg, and many other engagements. He was wounded three times. In February, 1863, he was commissioned second lieutenant in the Fifty-fourth Massachusetts Regiment (Shaw's colored regiment), and in March of the same year was mustered a second lieutenant in the Fourth Regiment, United States Volunteers, serving through the siege of Port Hudson. Promoted to be first lieutenant in April, 1864, and to be captain in March, 1865, he was breveted major, "for faithful and meritorious services during the war." He served with the Thirty-sixth Regular Infantry from March, 1867, until August, 1868, when he was ordered to duty with the chief signal officer of the army, under whose orders he served, with the exception of a few months, until, upon the illness of General Hazen, in 1886, he was appointed acting chief, and upon the latter's death was made chief signal officer, with the rank of brigadier-general. That is a bare outline of his military career, but it gives scarcely a hint of his achievements in the realm of science. These are too vast and multifarious even to be catalogued in a brief biographical sketch. His successful command of the international polar expedition to Lady Franklin Bay, undertaken in 1881 and completed in 1883, during which he solved geographical problems involving the progress of mankind in science and civilization, and advanced the name of America to the foremost rank of Arctic research; his services for meteorology, while at the head of the Weather Bureau, — these are familiar to all. General Greely personally invented a new telegraphic weather code which saved the government about forty thousand dollars a year, and so reorganized the business methods of the Bureau as to reduce the annual expenditures more than one hundred and seventy-four thousand dollars. Since the civil duties of the Signal Corps were transferred to the Department of Agriculture, General Greely has resumed his strictly military duties as chief signal officer of the army. He is an honorary member of the Royal Swedish and Scottish Geographical societies, and of the British Science Association, and has been the recipient of many honors at the hands of scientific bodies the world over. He is the author of many memoirs, mostly of a scientific character. The most important of these are "The Climate of Oregon and Washington," "The Rainfall of the Pacific Coast and Western States," "The Climate of Nebraska," "Climatology of the Arid Regions, with reference to Irrigation" and "The Climate of Texas." He is also the author of "Three Years of Arctic Service," "American Weather" and the "Narrative and Observations of the International Polar Expedition to Lady Franklin Bay."

ADOLPHUS W. GREELY.

ELISHA P. DODGE was born in Ipswich, Oct. 5, 1847, received his education in the public schools, and at the age of sixteen years began his business career as an assistant in the survey for the Schenectady & Catskill Railroad, in New York State. He then became a clerk in the shoe store of his brother, M. W. Dodge, at Troy, a retail dealer and manufacturer, where he obtained his first insight in that industry to which he was afterwards to devote the best endeavors of his life, and in which he was destined to occupy so prominent a position. Mr. Dodge, in 1865, returned to Massachusetts, and became a partner with his brother, Nathan D. Dodge, in the manufacture of shoes at Lynn. After some months he sold his interest to the latter, who removed to Newburyport, and to the same city came Elisha P., May 24, 1866, entering the employ of Dodge & Balch as foreman. A year and a half later he was ready to establish a business of his own, and Dec. 1, 1867, at the age of twenty, he commenced the manufacture of ladies' shoes in a building on Pleasant Street, employing about thirty hands, and doing a business the first year of some fifty thousand dollars. From that time on Mr. Dodge has seen his business steadily increase. In 1884 the firm, of which he was the head, erected a four-story brick building on Pleasant Street. Additions, extensions and factories built or purchased became necessary from time to time, and in 1889 the firm was changed to a corporation — the E. P. Dodge Manufacturing Company being formed. A year later the Newburyport Shoe Company was established. Mr. Dodge is president of, and the principal owner in, these two corporations, and in the group of factories on Pleasant Street, Tracy and Prince places, directs the largest industry devoted to the manufacture of women's boots and shoes in the country. The floor space of these buildings covers some one hundred and seventeen thousand square feet of surface, the yearly product of manufacture approximates one million five hundred thousand dollars in value, and from twelve hundred to fifteen hundred individuals are given employment. Mr. Dodge's public life dates from 1872, when he served as a member of the Common Council. For about ten years thereafter he was a member of the school board, and in 1890 and 1891 he was mayor of Newburyport. As chief executive of the city he will, perhaps, best be remembered from the fact, that largely through his efforts was inaugurated the relaying of the streets of the city in a permanent and scientific manner, on a system which is now carried on without interruption. Mr. Dodge has been a director in the Mechanics' Bank since 1877, for many years a trustee of the Institution for Savings, and is actively connected with other societies and organizations. Four brothers have also been prominent as shoe manufacturers, and a new generation, in two sons of an elder brother, give promise of further honoring the family name in connection with this industry. As business man and as citizen, Mr. Dodge enjoys the highest respect of the community in which he lives.

ELISHA P. DODGE.

ANDREW F. ROSS, in common with not a few of the active business men of Newburyport, is a native of Maine. He was born in Shapleigh, York County, in 1842, where his ancestors had been settled for generations, and prominent in the business and social history of the county. Mr. Ross in his boyhood received the usual education accorded to the mass of youth in the country districts, and, at the age of fourteen years, engaged in work with his father, O. R. Ross, who was an extensive dealer in lumber. After a time he was led to seek his fortune in city life, and removed to Boston, where for about a year he served as a clerk. Becoming convinced that success in life did not depend alone on location, and that country towns offered advantages which cities did not, he returned to Shapleigh, at the age of eighteen, to accept an interest in his father's business. He continued as a lumber merchant for about five years, when, looking for a promising investment for what capital he had accumulated, he came to Newburyport. Here he met the late John A. Hill, and, in 1867, with him formed a partnership as importers, jobbers and manufacturers of teas, coffees, spices and cream of tartar. By the death of Mr. Hill a year and a half later, Mr. Ross was left to carry on the business alone, which he has done since with unqualified success, increasing and building it up from a modest beginning, until the reputation of the "Hope Mills" has come to be a not unimportant factor in extending the name and fame of the old city of Newburyport.

ANDREW F. ROSS.

Mr. Ross first engaged in business in a wooden building on Hale's Court. Outgrowing this, he removed to the Payne Block on Water Street, where he continued for a time, and later he purchased the brick building just below, erected some years previously for general manufacturing purposes. Since occupying this building Mr. Ross has increased its capacity by adding a wing, and has also erected supplementary wooden buildings on the premises, so that the plant is not only ample for his own present and possible future needs, but also affords quarters for a manufactory of fine shoes for ladies. Here are unloaded spices in their crude state, coffee as it comes from the plantations, cream of tartar in its crystal form. The spices are ground, purified, and packed in boxes and cases ready for the grocer to handle. The coffee is roasted and ground, the cream of tartar pulverized and put in the form familiar to the housewife. In connection with this branch of the trade Mr. Ross conducts a general wholesale business, dealing in teas, tobaccos, and various household supplies. His attention has always been given almost wholly to his business interests. For this reason he has had neither the time nor inclination to seek political honors, but for many years has been a director in the Ocean National Bank, and a trustee of the Institution for Savings. Mr. Ross has made one of the most conspicuous business successes in Massachusetts — a success that is due solely to his own industry and ability and to his faculty of recognizing opportunities as they presented themselves.

ALBERT C. TITCOMB was born in Newburyport in 1831, of a family celebrated in the annals of the town, the son of Francis and Sallie D. Titcomb. Receiving a common-school education, he commenced business life as a clerk in a dry goods store, serving later in the same capacity in Boston. The California gold fever found him thus, earning scanty wages, but with $50 he secured a passage on the brig "Charlotte," from Newburyport, working out the balance of his fare as a sailor before the mast. On July 23, 1849, he landed at San Francisco and spent two years in mining, but without meeting with sudden fortune. Removing to Relejo, Central America, he built up a business as a shipper, but as this town was soon left off the main line of travel and was speedily depopulated, he found his investments of little value. In 1852 he returned to his native city, learned the machinist trade, and worked at that for three years. In 1855 he started as a salesman for a jewelry house, and in a short time was established for himself at Mobile, Ala. The breaking out of the Civil War again ruined him. He left Mobile and abandoned a property of $20,000 to confiscation, besides owing large sums to his New York creditors. At St. Thomas and Curacoa, in the same business, he retrieved his fortune and met all of his former obligations in full, paying gold when gold was at a heavy premium. In 1868 he again journeyed to San Francisco. For seven years he was of the firm of Titcomb & Williams, wholesale jewelers, and for twelve years conducted the business alone, retiring in 1887 with an ample fortune, and returning to his native place to spend the balance of his life. Since 1849 Mr. Titcomb has travelled to and from California upwards of forty times, once going by way of Cape Horn, six times through Central America or by way of Panama, and thirty-five times by railroad. At the municipal election of 1887 he was honored by being chosen an alderman. Three months after taking his seat he was elected mayor to fill the vacancy caused by the death of William H. Huse, and at the election the next fall the people endorsed his administration by an overwhelming vote. At the close of his term he declined further political and public honors to give his whole attention to the duties of the treasurership of the Lamson Consolidated Store Service Company, to which he had been called. Mr. Titcomb's successful business experience and rare judgment have been of great value to this company, which, since his connection with it, has reduced its indebtedness nearly half a million dollars and has placed its affairs on a solid basis. Recently Mr. Titcomb has purchased one of the historic old mansions of Newburyport, and is putting it into a condition for a comfortable and elegant home, in which to spend his remaining years, surrounded by his family and honored by his hosts of friends, who admire no less than they respect him. Few men in Newburyport have suffered so many vicissitudes of fortune as has Mr. Titcomb, or have so often risen superior to difficulties that have come between them and success.

ALBERT C. TITCOMB.

EDWARD P. SHAW was born in Newburyport, Sept. 1, 1841. At an early age he developed a keen business instinct, and when but fifteen years old commenced his career as a hack driver. In a few years he was proprietor of an express route between Newburyport and Boston, in 1870 was a partner in the old mercantile house of Sumner, Swasey & Currier, succeeding them in 1878. In 1879 Mr. Shaw turned his attention to the possibilities of summer passenger traffic on the Merrimac River, and established the People's Line of steamers. When the government decided on building jetties at the mouth of the Merrimac, Mr. Shaw took a contract to deliver eighty thousand tons of stone, opened a new quarry on the Merrimac, and successfully accomplished the building of the first instalment of the undertaking. At that time a short railroad line connected Salisbury Beach with the Merrimac River. This railroad Mr. Shaw bought, and thus found that branch of business to which he is peculiarly adapted. The Newburyport & Amesbury Street Railway, in which the city held a large majority of the stock, coming into the market by the expiration of leases, Mr. Shaw bought it. He at once increased its efficiency and value, and after operating it for a time sold it to a syndicate. He then turned his attention to his summer traffic property, confident that it had not yet been developed to its full worth. The Black Rocks & Salisbury Beach Railroad had proved one of the best paying lines in the Commonwealth in proportion to capital invested. This line he took as a nucleus for a system. It was extended up the beach nearly to Hampton River. Then he built a line back into Salisbury. From that point Amesbury was soon tapped, Seabrook at the New Hampshire line, and later, Newburyport. Meanwhile he had constructed a line to Plum Island on the other bank. Recently the system has been further extended by connecting Amesbury and Merrimac with Haverhill, making a line thirty-three miles long. Nor has Mr. Shaw confined his efforts to street railroad lines near the mouth of the Merrimac alone. He is president of the Haverhill & Amesbury, Winchester (at New Haven), Hull, and New London street railways; a director in the Gloucester, Norwich, Plymouth & Kingston; and a large owner in the Worcester, Leicester & Spencer, Worcester & Millbury, Natick, Danbury & Bethel, Augusta, Hallowell and Gardner, New Haven & West Haven railways. He organized the Newburyport Car Company, manufacturers of street cars, one of the important industries of the city, and is its president, and he assured the success of other projects by prompt action and readiness with financial assistance. Mr. Shaw has taken a prominent part in public life. He was a member of the Massachusetts Legislature in the years 1881, 1882, 1888, 1889, of the Senate in 1892, and has been re-elected for 1893. He is president of the Newburyport Board of Trade, and a director of the First National Bank, and a large owner in real estate throughout the city.

EDWARD P. SHAW.

IN population Springfield ranks eighth among the cities of Massachusetts. It is not going beyond the bounds of truth, however, to state that the city ranks second only to Boston in importance. Situated as it is in the western part of the State, it has become the metropolis of the Connecticut Valley. It is one of the most progressive cities in New England and is one of the prettiest and best governed. With a population of 44,179, Springfield has an assessed valuation of $48,329.634, and a net funded debt of only $196,500. The percentage of the indebtedness to the valuation is only .40, and the tax rate is $12.50. Statistics recently gathered show that Springfield ranks first in municipal and financial prosperity. The United States Armory, located in this city, is the representative institution of the kind in the country, and it is to this, with the exception, perhaps, of the railroads, that the city is most indebted for its prosperity. The Armory was established by act of Congress in 1794, and the government now owns the title to three hundred acres on and surrounding the site where the Armory stands. Several hundred hands are employed here by the government. There are two manufacturing interests located in Springfield which have a national reputation. These are the Wason Manufacturing Company, which name is familiar to everybody who has ever travelled on a steam railroad, and the Smith & Wesson revolver manufactory. The Board of Trade, the Improvement Association and the Christian Industrial and Technical School are three of the most recent institutions which are doing the greatest work for the Springfield of to-day. By the former, with every representative business man on the membership roll, no opportunity is allowed to pass unimproved that is likely to tend toward the city's increased financial or industrial prosperity. The Improvement Association has a membership of nearly four hundred of the best citizens of the town, and its object is just what its name implies. The effectiveness of its work is best illustrated by the beautiful parks which are springing up all over the city. The Christian Industrial and Technical School is a free institution and is doing a good work in giving a thorough scientific and industrial education to students in the high school who wish to learn certain trades, to kindergarten teachers, to manual training-school teachers, and to those desiring to become mechanical or electrical engineers. In other respects Springfield offers advantages in the matter of educational and literary acquirements that are second to none in the country. The

LAWSON SIBLEY.

city library is recognized as one of the best equipped of libraries for students, and the public and private schools of the city rank high. The school for Christian Workers, the French Protestant College and the International Young Men's Christian Association Training School are located here. The first white men to see that portion of the Connecticut Valley in which Springfield is located were John Oldham and Samuel Hall, two adventurous colonists who came westward from Boston in 1630. These men returned with glowing descriptions of the country through which they had passed, and in 1633 William Pynchon received the consent of the General Court to remove to the Connecticut River. The following year he came to this section, accompanied by his son-in-law, Henry Smith, and by Mathew Mitchell, John Burr, William Blake, Edmund Wood, Thomas Ufford and John Cable. They formed a municipal organization and from that organization grew the present municipality. The settlement was known as "the Plantation of Agawam" until 1640, when it was given the name of Springfield in honor of Mr. Pynchon, who had formerly lived in a town of that name in England. The date of the incorporation of the town is shrouded in obscurity, if, in fact, it was ever incorporated. Mr. Bliss, in his address delivered at the opening of the town hall in 1828, said: "After searching thoroughly in Massachusetts and Connecticut I have come to the conclusion that the town was never incorporated." The town was first recognized as a municipality in 1641, from which time it was known as "the town of Springfield" by the Legislature. Hon. Lawson Sibley was the mayor of Springfield in 1892. Springfield took a prominent part in the War of the Revolution, and no more patriotic citizens were to be found in any part of the then young country than in this city. Prominent among the number who figured conspicuously in the affairs of Western Massachusetts at that time was Hon. John Worthington, whose name has been perpetuated in the history of the city. He was a member of the governor's council, colonel in the militia, and a magistrate of distinction and ability. As a lawyer he won a name and wealth, and was called one of the "Gods of the Connecticut Valley." Colonel Worthington owned the first umbrella in the town — not, however, for use in the rain, but as a sunshade. A prominent representative of that time and about the last of the "silk stocking, short breeches and silver shoe-buckled gentry," was Jonathan Dwight. He was the chief mover in the organization of the Unitarian Church, and built the church edifice and presented it to the society. One of the ablest lawyers prior to the Revolution was Jonathan Bliss, who studied his profession with Colonel John Worthington. He represented the town at Boston several times, and in 1768 was stigmatized as one of the famous "rescinders." A measure which had been regarded as revolutionary in its character had been passed by the General Court, and when the king and council called for the rescinding of the action seventeen voted aye, Bliss among the number, to ninety in the negative. This course rendered him somewhat unpopular, and he went to England and subsequently to Fredericktown, New Brunswick, where he was chosen king's attorney and afterwards chief justice of the Court of King's Bench. Among the prominent men who have been residents of Springfield, other than those whose names have already been mentioned, were Enos Hitchcock, D. D., Calvin Chapin, D. D., William Harris, D. D., Hon. Benjamin F. Wade, United States senator from Ohio, Francis Warriner, an able writer, Worthington Hooker, M. D., and Hon. David A. Wells. Slaveholders lived in Massachusetts during the revolutionary period as well as in the South, but in fewer numbers. Jonathan Dwight was a slaveholder to the extent of one full-blooded negro named Andrew. Mr. Dwight, it is said, was among the number who doubted the policy of arming against Great Britain, and hearing that his cattle were to be seized by the colonists, he dispatched the negro Andrew with them to Stafford, Conn. In the early part of the nineteenth century a runaway slave woman from Schenectady, N. Y., came to Springfield, bringing her son, then a small boy. She subsequently married Old Jack, who had been a slave at Longmeadow. In February, 1808, her old master, Peter Van Geysling, hearing of her whereabouts, came and arrested her. The case caused considerable excitement, as a subscription was raised and her liberty purchased from Mr. Van Geysling for $100. The spirit of abolition, which manifested itself at such an early period, assumed definite shape about the year 1840, when an abolition organization was formed.

REV. SAMUEL GILES BUCKINGHAM, D. D., is not only the eldest clergyman, in point of service in Springfield, but he is one of the oldest Congregational ministers in the country, his term of service as a minister having extended over a period of fifty-five years. He was born at Lebanon, Conn., Nov. 18, 1812, the son of Deacon Samuel Buckingham and Joanna (Matson) Buckingham. His father traced his descent from Thomas Buckingham, one of the original members of the colony of New Haven, and also from Rev. Thomas Buckingham, of Saybrook, who was one of the founders of Yale College and one of its rectors during the period it was located at Saybrook. Dr. Buckingham studied in the public schools of his native town and at the academy at Plainfield, Conn. On completing his course there he entered Yale College, graduating in 1833, and then entering Yale Theological Seminary, from which he was graduated in 1836. In May, 1837, he was ordained and settled as pastor of the Second Congregational Church at Millbury, Mass., where he remained ten years. In 1842 the South Congregational Church was organized at Springfield, and Rev. Mr. Buckingham was invited to become its pastor. Feeling it his duty at that time to remain at Millbury, he declined. Rev. Noah Porter, LL. D., afterwards president of Yale College, and a brother-in-law of Dr. Buckingham, accepted the charge, but resigned four years later, when another urgent call was extended to Dr. Buckingham. This time he accepted, and was installed as pastor June 16, 1847. Since that day he has been in continuous service as the head of the parish, and has seen and helped its growth from a young and feeble organization to one of the largest, most powerful for good, and wealthiest parishes in the State. Under his guidance the spiritual and material interests of the church prospered, and instead of the three Congregational churches which were in Springfield when he came to the city, there are now nine. In 1885 it was decided to give him an assistant, and Rev. Edward G. Selden was installed as associate pastor, since which time he has taken charge of the greater part of the active work of the church. Dr. Buckingham received his degree of D. D. in 1869 from Yale. For many years he has been one of the trustees of Williston Seminary at Easthampton, and he is one of the corporate members of the American Board of Commissioners for Foreign Missions. He has also been active in many charitable and religious bodies, and has held office in many of them. In 1867 he gave an address entitled "A Memorial of the Pilgrim Fathers," in which he gave a splendid exposition of the ideas, religious and temporal, which animated the settlers who landed at Plymouth Rock. Dr. Buckingham has also delivered many addresses before religious bodies on various topics, religious and secular. May 10, 1837, Dr. Buckingham married Harriet, daughter of Rev. Dr. Nathaniel W. Taylor, professor of theology at the Yale Seminary. In 1863 Mrs. Buckingham died. They had one daughter, Harriet Taylor Buckingham.

SAMUEL G. BUCKINGHAM.

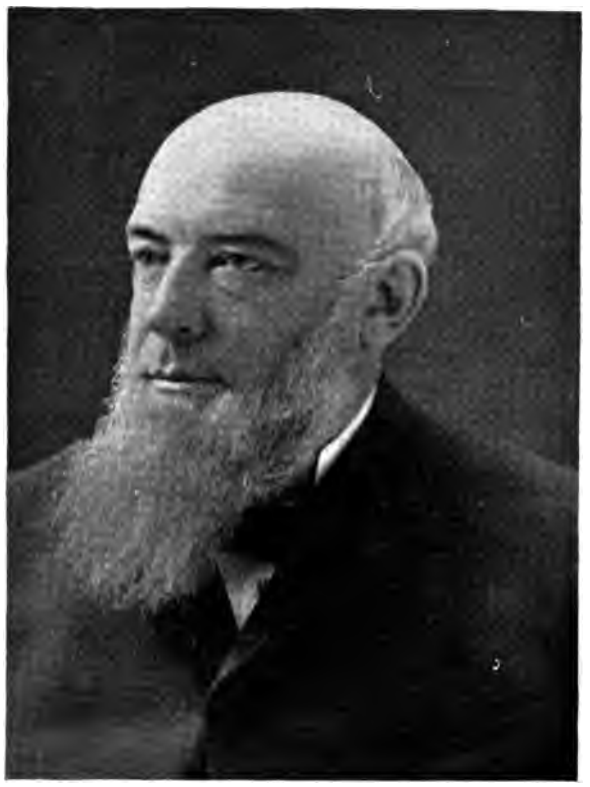
FREDERICK HUNTINGTON GILLETT, elected a member of Congress in 1892, is a young man with a remarkably good political record behind him and with a brilliant future ahead. He was born at Westfield in 1852, and is the son of Hon. E. B. Gillett, one of Massachusetts' most distinguished lawyers, and an orator of no little ability. His mother was a daughter of James Fowler, a prominent citizen of Westfield. He was named after Bishop Frederick D. Huntington, of Syracuse, N. Y., and Hadley, Mass., who was a classmate of his father at Amherst, and a life-long friend of the family. Mr. Gillett's early education was obtained in the public schools of Westfield and at home under the guidance of his father, who took a deep interest in his progress. The young man early developed a talent for graceful oratory which he inherited from his father. After leaving the public schools Mr. Gillett entered Amherst College, from which he was graduated with the class of 1874. Mr. Gillett then attended the Harvard Law School, from which he was graduated with honors in 1877. On being admitted to the bar Mr. Gillett began the practice of law in Springfield in partnership with Judge E. B. Maynard. Mr. Gillett at once manifested a deep interest in political affairs, and during his residence in Springfield has been one of the most active workers in the ranks of his party. In 1879 he was appointed assistant attorney-general by the late Judge Marston. On receiving this appointment Mr. Gillett removed to Boston, where he remained until 1885. He resigned his position as assistant attorney-general in 1881, after having made a brilliant record. During the last four years of his residence in Boston he practised law in partnership with Judge A. L. Soule. On his return to Springfield Mr. Gillett took an office with his father, and owing to the latter's advanced age gradually took charge of the entire practice. Mr. Gillett did not have to win prominence at the commencement of the second period of his life in Springfield. It had already come to him. He was honored with an election to the Springfield Common Council, on which board he served two terms. He was then elected representative to the General Court, in which he also served two terms. He was a recognized leader in both offices. In the Legislature of 1892 Mr. Gillett was chairman of the Judiciary Committee, and has probably had more influence than any other Republican in shaping legislation. In 1892 Mr. Gillett was nominated by the Republicans as their candidate for Congress from the second district, and he was elected by a large majority. Mr. Gillett is a very able lawyer, an eloquent speaker, and is destined to shine in any public position. On his retirement from the attorney-general's office Mr. Gillett was commended by the judges of the Supreme Court bench for the care and ability with which he prepared and presented his cases. Mr. Gillett's friends all predict for him an active and useful congressional career. He will certainly maintain the high standard which his predecessors in the district have set, and reflect credit upon his constituents.

FREDERICK H. GILLETT.

JAMES KIRKHAM is the oldest bank president in Springfield. There are, perhaps, others who have been identified with banking interests as long or longer, but none who have been continuously in harness at the head of a bank for so many years. He is considered one of the safest financiers in New England. Mr. Kirkham was born at Newington, Conn., April 24, 1821, the son of William and Sophia (Leffingwell) Kirkham. He came to Springfield with his parents when he was ten years of age, and attended the public schools. He was graduated from the high school, and in 1837 took a position as clerk with Henry Sargent, a prominent jeweller. Mr. Kirkham remained in this position until 1845, when he went into the business in partnership with Earl Woodworth. In 1852 Mr. Woodworth retired from the firm, and Mr. Kirkham continued the business, with his brother William for a partner, until 1857, when, in midst of the memorable panic he was called to the presidency of the Pynchon Bank, of which he had long been a stockholder and director. He remained at the head of this bank for five years. In 1863 the First National Bank was formed, Mr. Kirkham being elected president of the new institution. He has since remained the president of the First National. The First National was the first bank to apply for a charter under the new provisions that went into effect through the war, and was the fourteenth to receive its charter. Although Mr. Kirkham's financial history did not really begin until he became president of the Pynchon Bank, he had long before won a reputation as a capable and sound financier. In politics Mr. Kirkham is a Democrat. He was president of the Common Council in 1856, an alderman in 1883, and is at the present time a member of the Park Commission. He has often been urged to take other offices, but, while always taking a deep interest in affairs, has preferred to attend closely to his private business. Mr. Kirkham has been one of the most prominent factors in the business growth and prosperity of Springfield. He is connected with several local business concerns, being a director of the following, among others: The Mutual Fire Assurance Association, the Springfield Street Railway Company, the City Library Association, and the Springfield Gas Company. He is also vice-president and director of the Chemical and George C. Gill Paper companies of Holyoke. Mr. Kirkham was a prime mover in the establishment and incorporation of the Oak Grove Cemetery Association, and has been its treasurer since its formation. He is treasurer of the French Protestant College, and president of the Agawam Woollen Company, of Agawam. He is now (1892) associated with John Olmsted in the ownership of Kirkham & Olmsted's block, and has been prominently identified with the advance of real estate interests in the city. In 1846 Mr. Kirkham was married to Frances Kirkham, daughter of John B. Kirkham. They have one son,—J. W. Kirkham, of Springfield. Mr. Kirkham is considered one of the best authorities in Springfield on all questions relating to commerce and finance.

JAMES KIRKHAM.

HENRY STANLEY HYDE, one of the best-known financiers in New England, has been president of the Agawam National Bank for over twenty-two years, and it is in a large measure due to his shrewd and able management that the institution has taken the place it has among the national banks of New England. The Agawam was incorporated as a State bank, with a capital of $100,000 in 1846, but was reorganized under the National Banking Act in 1865, with a capital of $300,000, since increased to $500,000. In 1869 Mr. Hyde was called to the presidency, and he has filled the position with great ability ever since. Mr. Hyde was born at Mt. Hope, N. Y., Aug. 18, 1837, the son of Oliver M. and Julia Ann (Sprague) Hyde. In 1840 he accompanied his parents to Detroit, Mich., where he was educated in private schools and began work in a banking house. Afterwards he studied law for a while, but abandoned that profession. In 1862 he went to Springfield, where he immediately became connected with the Wason Manufacturing Company, railway car builders, with which he has been connected ever since. In 1864, two years after his advent into the company, he became treasurer of the concern, which position he still holds. Mr. Hyde is also connected with a number of the leading business concerns of Springfield, being president of the E. Stebbins Brass Manufacturing Company, and of the Springfield Printing and Binding Company, vice-president of the Hampden Savings Bank, and of the New England Telephone and Telegraph Company, director of the Massachusetts Mutual Life Insurance Company. Mr. Hyde is also treasurer of the Springfield Steam Power Company, and a director in several manufacturing corporations in and out of the State. He has been actively interested in the Springfield Hospital since its establishment as a city hospital, and since its incorporation in 1883 has been the president of the Board of Trustees. In politics Mr. Hyde is a Republican, and has been a member of the Common Council and Board of Aldermen at various times, and has represented his district in the State Senate. He has also been a member of the State Central Committee, and of the Republican National Committee. In 1884 and 1888 Mr. Hyde was delegate to the National Republican Convention at Chicago. Mr. Hyde has been prominent in social life, being a member of several fraternal and social organizations. In his business affairs he has been particularly identified with the Agawam Bank and the Wason Manufacturing Company, having paid less attention to the numerous other concerns with which he is connected. Mr. Hyde has been married twice, the first time in Springfield, in 1860, to Jennie S. Wason, daughter of Thomas W. and Sarah Longley Wason. Their children are Jerome W., Henry S., Thomas W. and Fayolin Hyde; and, in 1892, to Ellen Trask Chapin, daughter of Hon. Eliphalet Trask, of Springfield. His residence is at Brush Hill Farm, in West Springfield. His honorable success in life makes him one of the representative men of Springfield.



HENRY S. HYDE.

COLONEL A. H. GOETTING, chairman of the executive committee of the Republican State Central Committee, is a young man who has already won a reputation for political shrewdness and clever management. He is to-day one of the best-known Republicans in the State, and is one of the most able workers. In addition to his duties as chairman, he paid especial attention to the campaign in the western part of the State in 1892, and it is owing to his untiring energy and zeal that the State was carried for Harrison by so large a majority. Colonel Goetting has had good training in the political school. Before he became a citizen of Springfield he was a resident of Brooklyn, N. Y., where he took a most prominent and active part in the campaign, which resulted in the election of Seth Low, now president of Columbia College, as mayor of the chief city of Long Island, and he was a member of the New York State delegation to the Republican National Convention of 1880, which included such men as Ex-President Chester A. Arthur, who was the choice of that convention for Vice-President, and Roscoe Conkling. When he removed to Springfield he lost none of his interest in politics. In every campaign in which he has taken part, his business affairs are attended to after he has attended to his public duties. Colonel Goetting was elected a member of the Republican City Committee soon after he became a citizen of Springfield, and was secretary of that organization during the Blaine campaign. In 1889, when William H. Haile was nominated for lieutenant-governor, Colonel Goetting succeeded him as member of the Republican State Committee. It was a tribute to the ability of the new member that he was placed on the executive committee of the State Committee immediately after his election. He at once proved his fitness for the place and filled the position so well that he has been made chairman of the Executive Committee, and has from the first been recognized as a leader. At the opening of the campaign of 1892 there was a strong movement to induce him to accept the chairmanship of the State Committee, but he was too modest to accept. When Colonel Goetting went to Springfield he engaged in the paper and leather goods business, which is at this time a large and rapidly growing business. He won his military title as a member of the staff of Governor John Q. A. Brackett in 1889. During his service in that capacity he was elected a member of the Ancient and Honorable Artillery. Colonel Goetting is not only prominent in the political affairs of the State, but also in the business and social life of Springfield, and, in fact, of the entire State. He is a member of nearly all the leading institutions of the city in which he resides, as well as of the principal political and social organizations of the State. Both as political manager and as business man, Colonel Goetting enjoys the confidence of his fellow-citizens, and his name has been frequently mentioned in connection with higher political honors than any which he has thus far been induced to accept. His friends anticipate for him a long continued career of honorable activity and usefulness.

A. H. GOETTING.

HOMER FOOT, one of the men to whom Springfield owes a great deal of its material prosperity, and one of the oldest and most respected business men of the western part of the State, was born in Springfield, July 27, 1810, on the site of the United States Armory, his father being master armorer. He was the son of Adonijah and Clarissa (Woodworth) Foot. In 1825, when he was only fifteen years of age, his father died, and he became a clerk in the general store of the Dwights, at the corner of Main and State streets. He remained there until 1831, when, becoming of age, he took charge of the business. At various times George Dwight and J. B. Stebbins were in partnership with him. On assuming control of the business, Mr. Foot confined his trade exclusively to hardware, iron and steel. He was probably the first in New England, outside of Boston, to make this departure. Mr. Foot has remained in this business continuously since that time, the present firm consisting of himself and two sons, — Homer, Jr., and Frank Dwight Foot. In 1847 Mr. Foot built Foot's Block, at the corner of Main and State streets, which was one of the finest blocks in Springfield, and at the present time stands visible as a monument to his public-spirited enterprise. He was one of the earliest officers of the Chicopee National Bank, and has been connected with the Pynchon National Bank since it was founded, being at present a director. He has also been auditor of the Springfield Institution for Savings for forty-five years. In 1857 the nomination of lieutenant-governor was forced upon Mr. Foot by the Whigs and the American party. Mr. Foot declined the honor, but his declination was not accepted. Neither of the parties was strong enough to elect any candidate at that time, and Mr. Foot did not insist upon having his name taken off the ticket. In politics he is an Independent, and has always been reluctant to take office, although at one time he consented to serve as overseer of the poor. Mr. Foot was for many years treasurer of the Hampden Watch Company, and it was largely through his efforts that the concern acquired its extensive reputation. He finally disposed of his interest in this concern, and a short time afterwards it was removed from Springfield to Canton, Ohio. Mr. Foot was married to Delia Dwight, daughter of James Scutt Dwight, in 1834. They have had ten children — seven sons and three daughters, all of whom, with the exception of one son, are still living. The family is remarkable for its longevity. Mr. Foot is now eighty-two years old. His mother lived to the age of ninety-four, and most of the other members of the family lived to a ripe old age. Mr. Foot's sons are Emerson, Cleveland, James, Sandford, Homer and Francis Dwight. His daughters are Mrs. Leonard Ware, of Roxbury, Mass., and Maria and Delia Dwight Foot. Not many men in New England have remained so long — over sixty years — in the same line of business, or have a more honorable record of success. Mr. Foot is now in the enjoyment of the fruits of his labors, surrounded by his hosts of friends.

HOMER FOOT.

JUDGE WILLIAM STEELE SHURTLEFF has, with one or two exceptions, been on the bench longer than any other judge in Massachusetts. He was appointed judge of probate and insolvency for Hampden County by Governor Andrew in 1863. He has a peculiar military record. Entering the army soon after the war broke out, as a private in Company A, Forty-sixth Regiment, Massachusetts Volunteers, he was made lieutenant at company election, and at organizing the field and staff was promoted to lieutenant-colonel, and after service of three months in the field was promoted to the colonelcy. He was born at Newburg, Vt., Feb. 17, 1830. He was the son of Roswell and Clara (Gleason) Shurtleff. He is seventh in direct descent from William Shurtleff (sometimes called Shircliffe, of Ecclesfield, Yorkshire, England), who came with the Pilgrims in the next vessel after the "Mayflower." In 1839, after three years' residence in Rochester, N. Y., he went to Springfield with his parents and was educated in private schools in that city and at Williston Seminary at Easthampton, from which he entered Yale in the class of 1854. After leaving college he studied law in the office of that famous Massachusetts congressman, George Ashmun, and at the Harvard Law School. He was admitted to the bar of Hampden County in 1856, forming a partnership with the late Judge Henry Vose, and after the latter went on the Superior Court bench, with George Walker, lately consul-general at Paris. His judicial position made him ineligible to most other public offices. He, however, served three years in the Common Council of Springfield, from 1875 to 1878, and has been prominently identified with measures and movements affecting the best interests of the city. He was in early life a prominent Mason, having for a period been master of Hampden Lodge, high priest of Morning Star Chapter, and commander of Springfield Encampment of Knights Templar at one and the same time. He is vice-president of the State Board of Public Reservations, created in 1891 for the preservation of places of historical interest and natural beauty; a member of the Massachusetts Historical Society; vice-president of the Connecticut Valley Historical Society; a director of the City Library Association; a member of the Grand Army; was president of the Winthrop Club, the leading social organization of the city for four years, and was for two years president of the Yale Alumni Association of Western Massachusetts. For thirty-four years he has been the counsel for the Springfield Institute for Savings. He delivered the ode when Springfield celebrated its two hundred and fiftieth anniversary, the Memorial Day ode in 1878 in New York City, an address at the dedication of the Wallace Library, at Fitchburg, and the orations at the dedications of soldiers' monuments at Springfield and Belchertown. He is the author of a number of poems which have been published in magazines and journals. He was married to Clara Dwight, of Springfield, in 1857. They have had two children, both daughters, one of whom is living.

WILLIAM S. SHURTLEFF.

GIDEON WELLS, one of the ablest lawyers Western Massachusetts has ever had, was born, Aug. 16, 1835, at Weathersfield, Conn., the son of Romanta and Mary Ann (Morgan) Wells. He fitted for college at the East Windsor Hill School, at Easthampton, and was graduated from Yale with the class of 1858. He then went to Springfield and began reading law in the office of Chapman & Chamberlain, being admitted to the Hampden County bar in 1860. Later, the same year, Mr. Chapman was called to the bench and Mr. Chamberlain moved to Hartford, the business of the partnership passing into the hands of a new firm, composed of Mr. Wells, George Ashmun and N. A. Leonard. Mr. Ashmun presided at the convention held in Chicago which nominated Lincoln for the presidency. After Lincoln was inaugurated he spent much time in Washington in connection with government affairs. The firm of Leonard & Wells continued, however, for many years, although from 1869 to 1876 Mr. Wells served as registrar in bankruptcy, and from 1876 to 1890 as judge of the Police Court. In the latter position his sound rulings on perplexing points have passed into history. This place he resigned to become president of the Holyoke Water Power Company, for which company he had long acted as attorney. Mr. Wells has been a director of the Massachusetts Mutual Life Insurance Company since 1877, and is attorney for that corporation as well as for the Springfield Street Railway Company. He is also director of the John Hancock and Third National banks, and of several Southern and Western electric and irrigation companies, in which the insurance company is interested. Mr. Wells is nominally the attorney for the Connecticut River Railroad, and has been connected in an official capacity with a variety of minor business and philanthropic organizations. In 1889 the firm of Wells, McClench & Barnes was formed, but Mr. Wells has virtually retired from the partnership, although his name is retained. He is devoting himself principally to the affairs of the Water Power Company, and the Massachusetts Mutual Life Insurance Company, although he occasionally accepts a case for an old client. Mr. Wells, with his busy professional life, has not found much time to hold office, but served in the City Council in 1865 and 1866, as a member from Ward Two. He is best known to the public by his connection with the lower criminal tribunal. "Judge" Wells, as he is called, is possessed of a great capacity for work, and excels in preparing important cases requiring a broad and deep legal knowledge. He has an honorable war record, having enlisted in Company A, of Springfield, of the Forty-sixth Regiment. He served as first lieutenant under Captain Lewis A. Tifft, also in the same capacity in the Eighth. Mr. Wells has well-developed agricultural tastes, and of late years has been the owner of a farm in Agawam, the products of which are of notable size and quality. Mr. Wells married Marietta Gilbert, Oct. 1, 1875, and they have one son.

GIDEON WELLS.

JOHN OLMSTED, president of the Springfield Street Railway Company, is one of the most prominent business men of Springfield. Although past seventy-two years of age, he is one of the most active and energetic men in Western Massachusetts. He was born in Enfield, Conn., June 1, 1820, and obtained his earlier education in the schools of that town, supplemented by courses at Wilbraham and Westfield Academies. When twenty years old he was a manufacturer of tinware and a dealer in paper stock in his native town. He remained in this business about twelve years, when he sold out on account of failing health. He lived at Somers, Conn., until 1860, when he came to Springfield, where he has since lived. In this city he formed a partnership with Lewis H. Taylor. The business was cotton batting, cotton waste, and paper stock. After a few years Mr. Olmsted bought Mr. Taylor's interest and conducted the business alone. In 1880 Frank E. Tuttle became associated with him, and the business soon grew to such an extent that in 1888 it was removed to Chicopee and organized as the Olmsted & Tuttle Company, of which Mr. Olmsted is president and Mr. Tuttle treasurer. While the cotton waste business has been Mr. Olmsted's chief interest during his residence in Springfield, his success in that by no means indicates his entire activity. He has for many years been president of the Street Railway Company. Under his administration the capital stock has been increased from fifty thousand dollars to one million dollars, and the shares have greatly increased in value. Mr. Olmsted has been an excellent manager, both for his fellow-stockholders and for the public, who have better accommodations than are furnished any other city of the size. In politics Mr. Olmsted is a Republican. He has never been an office seeker and a very reluctant office taker. He has served in both branches of the City Council—two years in the lower board and four years in the upper. In 1883 he was a representative to the General Court. No man stands higher in the local business world than does Mr. Olmsted. His word passes unchallenged, for whatever he promises he will perform. He has borne no small part in the material development of Springfield, and is a large owner of real estate. His holdings include a valuable business block and a large number of houses and tenements. He is a director of the First National Bank, of the United Electric Light Company, of the Indian Orchard Company, of the *Union* Newspaper Company, trustee of the Hampden Savings Bank and vice-president of the City Library Association. He is a generous donor to public and private charities, and has always taken an active interest in every movement having for its object the welfare and growth of Springfield. Mr. Olmsted married Rhodelia E. Langdon, of Somers, Conn., in 1842, and to her advice and assistance he attributes largely his success in life. Mrs. Olmsted died, Sept. 29, 1891, leaving, besides her husband, two daughters, — Mrs. Henry J. Beebe and Mrs. Frank H. Goldthwait, both of Springfield.

JOHN OLMSTED.

REV. DR. WILLIAM RICE is prominently identified with the literary life of Springfield. He has been secretary and librarian of the City Library Association for thirty-one years, and has had the entire charge of the selection and classification of the books. His wide range of reading, liberal views, cultivated taste and sound judgment have fitted him eminently for this work, and it is to his efforts largely that the City Library of Springfield has attained so high a rank among the libraries of the country.

WILLIAM RICE.

Dr. Rice was born in Springfield, March 10, 1821, the son of William and Jerusha (Warriner) Rice. He is a descendant of Edmund Rice, who settled in Sudbury, Mass., in 1639. His father came to Springfield in 1817, Mr. Rice received his earlier education in the public schools of Springfield, after which he attended the Wesleyan Academy at Wilbraham, graduating from that institution with honor at the age of nineteen. In 1841 he entered the ministry of the Methodist Episcopal Church, and served as pastor of several large and influential churches. He retired from the active ministry in 1857, owing to impaired health, and returned to Springfield. Dr. Rice was elected to the General Conference of the church in 1856, and took an active part in the great controversy regarding slavery in the church. Ten years later he was again elected to the General Conference, and was a prominent member of the committee appointed for the revision of the hymn book, and was the editor under whose supervision the "Methodist Hymnal" was published. The degree of A. M. was conferred upon him by Wesleyan University of Middletown, Conn., in 1853, and in 1876 the same institution gave him the degree of D. D. For many years he has been a trustee of the university, and president of the Board of Trustees of Wesleyan Academy. He was a member of the State Board of Education for eighteen years, and for the same length of time a member of the Springfield School Board. At the last annual meeting of the City Library Association Dr. Rice was honored by a resolution unanimously adopted to name the new art building after him. At Dr. Rice's urgent request this resolution was recalled, but another was adopted — that "the present library building of the City Library Association shall be known henceforth as the William Rice Building, in honor of the man whose devotion to the city and the institution inspired its erection, and whose service has filled it with treasures of knowledge and wisdom for the free use of all the people." In 1843 Dr. Rice married Caroline L., daughter of William North, of Lowell. Their children are,— Rev. William North Rice, Ph. D., LL. D., professor in the Wesleyan University; Edward H. Rice, A. M., for several years a teacher in the public schools; Rev. Charles F. Rice, A. M., a minister in the Methodist Episcopal Church; and Caroline L. Rice, A. M., wife of Professor Morris B. Crawford, of the Wesleyan University. Dr. Rice's influence for good has been felt far beyond the limits of Springfield, with whose intellectual and moral life his name will ever be associated.

EVERETT HOSMER BARNEY, through a magnificent gift to the city of Springfield, has placed his name among those that will never be forgotten. In 1882 he purchased one hundred and ten acres of land in the southern part of Springfield, adjoining what is known as Forest Park, and built a handsome residence on a site commanding a picturesque view of the Connecticut River and valley. The grounds were laid out with artistic skill, and are adorned by many rare and valuable plants which Mr. Barney imported from Europe, Egypt, China, Japan and India. Mr. Barney intended that this beautiful home should pass to his only child, George Murray, but the young man's death in 1889, when he was only twenty-six years of age, decided Mr. Barney to present the estate to the city as a memorial of his son, reserving the right to occupy it as a home during his lifetime. By this gift, which is located adjacent to the already beautiful park, Springfield will have a park surpassed for rustic scenery, rare trees and plants, ponds, brooks and drives, by no other park in the country. Mr. Barney, with a rare spirit of generosity, is constantly improving his estate, and intends to have its value greatly enhanced before it goes into the possession of the city. Mr. Barney was born at Framingham, Dec. 7, 1835, the son of Jaries S. and Harriet (Hosmer) Barney. His father was a manufacturer of machinery for woollen mills at Saxonville, and made several important improvements in looms and spinning machinery, which are still used in some of the largest mills in the country.

EVERETT H. BARNEY.

Everett Hosmer was educated in the public schools and the academy at Framingham, and followed his father's business until 1851, when he engaged as a contractor on locomotive work at Hinkley & Drury's, in Boston. It was while working there that Mr. Barney conceived the idea of fastening skates by a metal clamp, dispensing with the old method of straps and buckles. He took out his first patent in 1864, after which followed a series of patents. In the same year James C. Warner, of Springfield, having a large government contract for guns, engaged Mr. Barney to complete the contract. At the close of the war Mr. Barney turned his attention to his own inventions, and to the manufacture of them. He formed a partnership with Mr. Berry, an old friend who had worked with him for several years, and hired the property vacated by Mr. Warner. At the end of two years Mr. Barney bought out Mr. Berry's interest, but retained the firm name of Barney & Berry. The business grew rapidly, and Mr. Barney built the present mill, which is equipped with every modern improvement, and his skates have a world-wide reputation. In 1868 Mr. Barney invented a perforating machine for stamping out the amount payable on bank checks, and obtained a patent for that. The machine stamps out any amount, and also stamps out such words as "cancelled," "paid," etc. Mr. Barney's eminent success in the business world and his public-spirited generosity conspire to make of him one of the thoroughly representative men not only of Massachusetts but of New England.

RICHARD F. HAWKINS is a man whom the citizens of Springfield have time and again sought to honor with political office, but who has steadfastly refused to step beyond the bounds of private life, excepting in two or three instances where he considered it his duty to do so. Mr. Hawkins is a representative man of the times. He was born in Lowell, Mass., March 9, 1837, but removed to Springfield with his family at an early age. When sixteen years old he was graduated from the Springfield High School and began work as an office boy for Stone & Harris, railroad bridge builders. He continued with them until 1862, when Mr. Stone retired and Mr. Hawkins, in partnership with D. L. Harris, continued the business. In 1867 Mr. Harris retired, and Mr. Hawkins absorbed the entire business, under the name of the R. F. Hawkins Iron Works. He has since continued the business without a change, and has greatly increased the volume of the business. When Mr. Hawkins first became a member of the firm the building of the Howe truss bridge was the principal business carried on. Prior to this time nothing but wooden bridges had been built. Mr. Hawkins began the construction of iron bridges, and for many years has constructed only those. Mr. Hawkins is a natural mechanic, and to him should be credited in considerable measure the development of the use of iron as a building commodity in New England. In addition to bridges he has conceived and turned out a large quantity of the iron and steel material used in the construction of the railroads and locomotives of to-day. His business has grown until he is proprietor of one of the leading industries of the city. Among the structures that stand as fair examples of his work are the New Bedford and Springfield jails, which are constructed largely of iron. Among the other notable structures for which Mr. Hawkins is responsible is the Willimansett bridge, near Holyoke, eight hundred feet in length. This bridge is built of iron, and was constructed at the expense of the city of Holyoke and neighboring towns. He also constructed the Northampton bridge for the Massachusetts Central Railroad. This is an iron bridge, and is one thousand five hundred feet in length. Mr. Hawkins is a Republican, and has frequently been the choice of the party managers for mayor, but he has never been induced to accept the nomination, for the reason that he would be compelled to neglect either the office or his private business. He was an alderman for three years, and is at the present time a water commissioner. Mr. Hawkins is one of the most active members of the Board of Trade and one of the directors. He is also a member of the Financial Committee of the Hampden Savings Bank. Mr. Hawkins was married on Sept. 3, 1862, to Cornelia Morgan, daughter of A. B. and Sarah (Cadwell) Howe. They have five children,—Paul, Florence, Edith, Ethel and David Hawkins. In all matters relating to the scientific construction of iron bridges Mr. Hawkins is considered one of the best authorities in the country, and his opinion is held in high esteem by experts in the same line of work.

RICHARD F. HAWKINS.

GEORGE C. FISK, the president and general manager, and the largest individual stockholder of the Wason Manufacturing Company of Springfield, was born at Hinsdale, N. H., March 4, 1831, the son of Thomas T. Fisk. He was educated in the public schools of his native town, and at the age of seventeen began work in a general store in that town. Mr. Fisk had a strong inclination toward mechanics, and in 1851 went to Springfield, where he hoped to find a better opportunity for carving out his fortune than was to be found in Hinsdale. Not finding just what he wanted at first, he went West. On arriving at Cleveland, Ohio, he became a book agent. For some time he sold "Uncle Tom's Cabin." He returned to Springfield in 1852 and became bookkeeper and paymaster for T. W. Wason & Co. In 1854 Mr. Fisk secured a partnership interest in the concern, and when the company was incorporated he was made the treasurer. A short time afterward he was elected vice-president, and when T. W. Wason, the founder of the company, died in 1870, Mr. Fisk was chosen president and general manager, which position he still holds. When Dr. J. G. Holland moved from Springfield to New York, Mr. Fisk purchased the poet's house, Brightwood, which is one of the finest estates in Springfield. Mr. Fisk is also half owner and president of the Fisk Soap Works, which is under the management of his brother, Roger W. Fisk; is a large owner and president of the Springfield Steam Power Company, and proprietor of the Brightwood Paper Mills, at Hinsdale, N. H. In 1885 Mr. Fisk built what is now known as the Casino at Brightwood, as an entertainment hall, in which entertainments for the amusement of the residents of that section of the city are frequently given. It is conducted wholly by amateurs, and is one of the finest private theatres in America. Brightwood, while a part of the city of Springfield, is one of the handsomest and most prosperous villages in New England, and its beauty and prosperity are chiefly due to Mr. Fisk's enterprise and public spirit. There are a number of industries located at Brightwood, of which the Wason Manufacturing Company is the chief. The works, comprising some ten or twelve immense one and two story brick and frame buildings, cover about eight acres of land and are connected by private switch tracks with the Connecticut River Railroad, by means of which the cars constructed on the premises are shipped direct to the various roads throughout this country for which they are built, or to New York or Boston for shipment by sea to foreign countries, many of their best orders coming from Central America, the Argentine Republic, Portugal, and other distant lands, the total output averaging $700,000 per annum. The name of the Wason Manufacturing Company is known wherever railway cars are used throughout the world. Mr. Fisk married Maria E., daughter of Daniel H. Ripley, of Springfield. They have two children, Charles A. Fisk and Mrs. O. H. Dickinson, both of Springfield.

GEORGE C. FISK.

LEWIS AUGUSTUS TIFFT, one of Massachusetts' bravest volunteers during the late war, was born in Nassau, N. Y., June 13, 1836, being the oldest of the four children of John and Sally (White) Tifft. His great-grandfather, John Tifft, went to New York from Rhode Island, the Tiffts, or Teffts, having originally settled in the latter State upon coming to this country. Mr. Tifft came to Springfield during his boyhood, and attended the high school. After graduating there he became a clerk in the office of the Massachusetts Mutual Life Insurance Company. In 1860 he married the eldest daughter of Ex-Lieutenant-Governor Eliphalet Trask. In 1862 he was commissioned lieutenant in Company A, Forty-sixth Regiment, M. V. M., and was soon promoted to the captaincy of the company. He was not only a thorough soldier and officer, but became the warm personal friend of every soldier under his command. His courage and good judgment find favorable mention in the Adjutant-General's Report of an engagement at the Neuse road bridge, near Batchelder's Creek, North Carolina, in May, 1863, where he held his position with his command for some hours after being deserted by the remainder of the Union forces which had been engaged, and he had been reported at headquarters as having been taken prisoner. His situation was finally ascertained and reinforcements were sent to him. Later, after the Forty-sixth was mustered out, he was appointed captain of the Eighth Massachusetts Infantry, and did provost duty at Baltimore for three months. His service in the war was courageous and creditable in a high degree. At its close he engaged in business as an insurance and government claim agent, and in 1868 became secretary of the Springfield Mutual Fire Assurance Company, which position he held up to the time of his death, in connection with the agency for other companies. Captain Tifft served the city capably in both branches of the City Council, and was the nominee of the Republican party for mayor in 1873. Captain Tifft died Aug. 31, 1874, at the age of thirty-eight. The Springfield *Republican*, at the time of his death, said: "Had death spared him he would have been mayor of Springfield, and a worthy one. Lewis Tifft was a man of few faults, and of many shining virtues. His character was never impeached in any relation of life; by nature frank, brave and honorable, he won and held the confidence of his friends with no more ease than that of the public. His courage was physical and moral alike. As in the risks of war he never shunned exposure, so in society, business or politics, he never skulked a belief nor evaded any consequences of his avowed position." Captain Tifft left three children, Eliphalet T. Tifft, the present city treasurer, an office to which he has been elected five years in succession, and two daughters, Lurancie and Lantie. The Springfield Camp of Sons of Veterans is named L. A. Tifft Camp in honor of his memory. His untimely death was mourned by thousands in Springfield who had never enjoyed personal acquaintance with him.

LEWIS A. TIFFT.

NOYES W. FISK for a quarter of a century has been a prominent resident of Springfield, and in the latter part of that period has been one of the leading men of the city. He is the head of the Fisk Manufacturing Company, the prosperity of which is a monument to his business sagacity. Mr. Fisk was born at Hinsdale, N. H., March 15, 1839. He was the son of Thomas T. and Emily (Hildreth) Fisk. A few years before his death, in 1861, his father had started in a small way the manufacture of soap at Hinsdale, and it is the outcome of that business that the son today conducts, now one of the largest and most important business concerns in the country. Noyes W. Fisk, at the age of thirteen, entered the store of Frederick Hunt, at Hinsdale, as clerk, and an incident that occurred at that time is one that has played a prominent part in his life. Mr. Hunt handed young Fisk a pair of scissors, with the remark that he would need them in cutting cotton cloth. Mr. Fisk has carried those scissors in his pocket ever since, not even excepting the time he was in the war. He remained in the store about four years, and then went to Northampton, Mass., as book-keeper for Thayer & Sargent. Soon afterwards he went to Springfield, where he entered the office of the Wason Manufacturing Company, with which his brother, George C. Fisk, had recently become connected. He remained there a year or two, when he was succeeded by Henry S. Hyde, now treasurer of the company. Mr. Fisk then became book-keeper for E. B. Haskell & Sons, grocers, with whom he remained until he entered the army, in 1862. He enlisted with Company A, Forty-sixth Regiment, and after serving one year, returned to Springfield and started a grocery and provision business. In 1867 he disposed of this business and went into the manufacture of lampblack. The following year he was burned out. Then he went into the soap business, buying an interest in the old business of his father, which, in the meantime, had been removed to Springfield, his brothers, George C. and Lucius I., who had previously been interested in the business, remaining as partners. In 1880 Lucius I. Fisk died, and the business was reorganized as the Fisk Manufacturing Company, with George C. Fisk as president, and Noyes W. Fisk as clerk and treasurer, and these two gentlemen and Charles A. Fisk, as directors. Mr. Fisk married Emma G. Adams, of Hinsdale, N. H., Aug. 25, 1862, and a few days later Mr. Fisk marched to the front, leaving his bride in Hinsdale. On his return from the war they went to Springfield, where they have since resided. They have one child, Harry G. Fisk, a daughter having died in infancy. Mr. Fisk was for seven years a member of the Common Council, and was for eleven years a member of the Board of Water Commissioners. Not only as business man but also in his capacity as councilman and water commissioner, he has won the confidence and esteem of his fellow-citizens, with whom he is very popular. The demands of his business have been such as to prevent him from accepting other public offices.

NOYES W. FISK.

E. C. ROGERS is one of the most enterprising and progressive business men in Western New England. He has made an enviable record for himself in the business world, although he started the battle of life as an employee of one of the concerns of which he is now president and manager. Mr. Rogers was born at Ogden, Munroe County, N. Y., May 6, 1838. He was the son of John and Betsy (Covell) Rogers. When he was seven years of age his parents removed to Western Michigan, where he remained for eleven years, during which time he attended the public schools and worked on a farm. He went to Springfield in 1856, when he was eighteen years of age. There he attended the public schools until he finished his education. In 1859 he became a clerk in the office of the Greenleaf & Taylor Company, manufacturers of paper, at Huntington. When the war broke out Mr. Rogers enlisted as a sergeant in the Forty-sixth Massachusetts Regiment. This was in 1862. When he returned from the war he was an orderly sergeant with an excellent record. Mr. Rogers returned to his old position with the Greenleaf & Taylor Company. In 1865 O. H. Greenleaf of this company became president and manager of the Holyoke Paper Company, and in 1866 Mr. Rogers became treasurer of the new concern. He remained in this position for two years. In 1868 he returned to the old company as treasurer and manager. In 1873 the name of the Greenleaf & Taylor Manufacturing Company was changed to the Massasoit Paper Manufacturing Company, when a new mill was erected at Holyoke and the capital increased to three hundred thousand dollars. In 1882 Mr. Rogers's company took hold of the Chester Paper Mill at Huntington, which had been erected in 1853 by the Greenleaf & Taylor Company, and of this mill Mr. Rogers is now president. Both of the mills are handsomely equipped and turn out many tons of fine writing paper every day. Mr. Rogers is a resident of Springfield, where he has for many years ranked as one of the representative men of the city, in both business and social affairs. He is a director of the John Hancock National Bank of Springfield, and also of the Springfield Electric Light Company. He was for many years a director in the Springfield *Union* Newspaper Company, and is one of the directors of the Home National Bank of Holyoke. Mr. Rogers is a Republican in politics, and has always manifested a lively interest in the political campaigns, although he has been adverse to taking office. He served, however, as a member of the Common Council in 1882, 1883 and 1884, being president of the board the latter year. Mr. Rogers was secretary and treasurer of the American Paper Manufacturers' Association in 1887 and 1888, and was president of the same association in 1889 and 1890. The first banquet of the association at an annual meeting was held while he was its president. Among the paper manufacturers of New England, as well as in business and financial circles generally, Mr. Rogers is widely known and highly respected for his many fine qualities.

E. C. ROGERS.

MICHAEL DUNN, of Springfield, is prominent among the men of Western New England, who, by honesty, industry and close attention to business, have arisen to prominence. Mr. Dunn is pre-eminently a self-made man. Born in the parish of Aghavoe, Queen's County, Ireland, on March 24, 1833, his early life was spent on a farm. One of a family of eight, he received his education in the schools of his native land, supplemented by extensive reading, observation and travel. In 1851 Mr. Dunn emigrated with his parents to the United States, locating at Paterson, N. J. He obtained a position in a woollen mill, where he worked twelve hours a day for twenty-five cents a day. By untiring energy, push and appreciation he became overseer. He soon bettered himself by a situation in a cotton mill, where he remained for several years, becoming thoroughly conversant with the business. He then became connected with a dyeing and bleaching establishment, where he formed the foundation for his future success. In company with John Anderton he went to Chicopee Falls, in 1871, and established the Hampden Bleachery. In 1875 he became interested in the Musgrove Alpaca Company, located at Chicopee, as a partner, his attention being still given to the bleaching business. This continued for six years, when misfortune overtook the company by the peculations and treachery of the officers. The concern failed, and Mr. Dunn lost a quarter of a million dollars. With a stout heart and a stronger determination to win, he again put his shoulder to the wheel, and once more earned success. To-day he is probably the wealthiest Irishman in Western New England. In 1887 Mr. Anderton died. Mr. Dunn purchased his interest in the Hampden Bleachery from the heirs, and carried on the business as sole owner until 1891, when he sold it to his nephew, Daniel J. Dunn, and Edward Foley, both of Chicopee Falls, accepting a position himself as agent and treasurer of the company, and devoting his spare time to safe financial investments, in which he has been fortunate. He was one of the original incorporators of the Chicopee Falls Savings Bank, was elected trustee and vice-president, continuing as such until his resignation at the last annual meeting. He is at present connected with several corporations in Springfield and Holyoke. In Chicopee public life he played a prominent part, acting as assistant engineer, selectman and member of the Board of Health. He would have been given representative honors, but declined. In financial matters Mr. Dunn has the reputation of a safe and sound business man. Mr. Dunn married Miss Mary E. Norton, of Somerville, on March 3, 1867, and they have five children: Margaret E., the wife of B. J. Griffin, of Springfield; Katharine L., aged twenty-one; Joseph J., eighteen, a student at Fordham College, N. Y.; Mary H., fifteen, and Kieran, aged twelve. Mr. Dunn has at different times in his life travelled over the greater part of the United States and the British Provinces. He is a man of broad sympathies and a deep student of human nature.

MICHAEL DUNN.

JOHN H. CLUNE is one of the most prominent Democrats in Springfield, and well known throughout the State. Although a young man, he has been at various times secretary, treasurer and chairman of the City Committee of Springfield, has been a member of the County Committee and is at the present time a member of the executive committee of the State Central Committee, in which he represents the Democracy of Western Massachusetts. In business Mr. Clune has also made a flattering success. Mr. Clune was born in Springfield, July 4, 1856, the son of Michael and Catherine (Arthur) Clune. His education was received in the Springfield public schools, although his school-days ended when he was eleven years of age. When thirteen years old Mr. Clune entered the establishment of the Milton Bradley Company for the purpose of learning the lithographic printing business. He remained there for three years, during which time he became a complete master of the trade, after which he went to work for Jacob C. Lutze in the same business. He remained with Mr. Lutze sixteen years. In 1887 Mr. Clune was appointed city marshal by Mayor Maynard, and held the position two years. On retiring from this office Mr. Clune purchased the business of T. P. Sampson, funeral director, which he has since conducted with ability and success. In politics Mr. Clune has had an unusually successful career, and for a young man, has a remarkably large acquaintance throughout the State. His first office was held in 1885, when he was elected to the Springfield Common Council from Ward Three. He served the people in that branch of the City Government two years, during which he made a remarkably good record. He served on the Committee on Parks and on the Property Department Committee. He was on the Committee on Parks when Forest Park was presented to and accepted by the city in 1885. He withdrew from city politics in 1887 in order to accept the appointment as city marshal. Mr. Clune was elected a member of the City Committee in 1880, was made secretary and treasurer in 1884, for its Cleveland campaign, and chairman in 1885. He was elected a member of the County Committee in 1886, on which he served with credit for a year. On the retirement of James B. Carroll from the State Central Committee in 1889, Mr. Clune was chosen as his successor, and in every one of his official positions he has won distinction for shrewd management and soundness of judgment. Mr. Clune was the candidate for sheriff of Hampden County in 1892, when there was little hope of being elected, and made a good run. In business life Mr. Clune has always stood high. He was married to Catherine Donvan, of Springfield, in 1877. They had four children. Mrs. Clune died on March 24, 1889. He has always been prominent in church and social life, being a member of St. Michael's Cathedral, and of several social organizations in the city. As political manager and as business man, Mr. Clune has won the confidence of the community in which he lives.

JOHN H. CLUNE.

EX-LIEUTENANT-GOVERNOR ELIPHALET TRASK was one of the most distinguished men Western Massachusetts has produced. He was selectman before Springfield became a city, then alderman, and afterwards mayor, in 1855. In 1857 he was elected lieutenant-governor, with General Nathaniel P. Banks as governor. Ex-Governor Trask was born at Monson, Jan. 8, 1806, the son of Josiah and Eliza (Webb) Trask. His childhood was spent at Monson, and when twelve years of age he went to live with his maternal grandfather, at Stafford, Conn. He learned the trade of an iron founder. The work was hard and the wages low,—not more than ninety-two cents a day,—but he remained industriously at work until he had saved enough, in 1834, to start a foundry with his brothers, Lanson and Abner, in Springfield. In 1836 he sold his interest to his brothers and started a foundry of his own, which he continued until the time of his death. Mr. Trask began political life as a Whig. He remained with this party until the "Know-Nothing" party sprung into existence. He was an earnest advocate of the abolition of slavery, and first came into prominence as a public man in 1850, when, as a leader, he prevented a mob from interfering with an abolition speech in Springfield. In 1857, as the tidal wave of "Know-Nothingism" was receding, the Republicans and part of the "Know-Nothings" elected Nathaniel P. Banks, governor, and Eliphalet Trask, lieutenant-governor. They were twice re-elected, in 1858 and 1859. He was present at the Chicago Convention in 1860, when Abraham Lincoln was nominated for the presidency, and accompanied the delegation to Springfield, Ill. (as a guest of the president of the Convention), to officially notify Mr. Lincoln of his nomination. During the War of the Rebellion he was actively interested, and his influence and aid always went to sustain the Government. He was a warm friend of Governor Andrew, the Massachusetts war governor, and was frequently in consultation with him regarding the commission for the officers of the regiments from Western Massachusetts. He was also a personal friend and warm admirer of Charles Sumner, Wendell Phillips, William Lloyd Garrison and Henry Wilson. When the Republicans of Massachusetts divided upon the issue of nominating General Butler for governor, Mr. Trask espoused the Butler cause very warmly, and after that time was an Independent. Although devoted to his own church (the Universalist), he was a warm friend of all churches and of all moral and educational movements. Governor Trask married Ruby Squier, daughter of Solomon and Sarah (Moulton) Squier, of Monson, March 3, 1829. Mrs. Trask died Nov. 26, 1890, and Governor Trask died thirteen days later, on Dec. 9. They had ten children, six of whom are still living: Henry F., Albert, Mrs. Harriet F. Davis, Mrs. H. S. Hyde and Mrs. W. H. Hawkins, of Springfield, and Mrs. Edward Newcomb, of Albany, N. Y. They celebrated the sixtieth anniversary of their marriage a year before their death.

ELIPHALET TRASK.

GENERAL HORACE CLARK LEE was born in Springfield, Jan. 31, 1822. After graduating from the public schools and taking courses at the Greenfield and East Hartford, Conn., academies he embarked in the dry goods business, first in Boston and later in Springfield. In 1858 he was tax collector of Springfield, and in 1859 city treasurer, which office he filled until he entered the army. General Lee's mind displayed a military bent when he was twenty years of age. In 1842 he was instrumental in organizing a military company which was known as the Springfield Guards. He served in the subordinate grades of the command, and was elected captain a few years after its organization. In 1854 he was chosen colonel of the Third Massachusetts Artillery, which was reorganized as the Twelfth Regiment of Infantry the following year, Colonel Lee retaining the command. Mainly through his efforts the Twenty-seventh Regiment, Massachusetts Volunteers, was organized, and on Sept. 20, 1861, he received his commission as colonel. The regiment took a prominent part in the battles of Roanoke Island and Newbern. After the latter engagement Colonel Lee was appointed acting brigadier-general, and under that title gained honorable mention for his gallantry at the battle of Goldsboro, N. C. Shortly after this General Lee was appointed provost marshal for the district of North Carolina, and soon afterwards the department of Virginia was added to his command. He served in this capacity until January, 1864, and received many commendations from his superiors for the manner in which he performed his duties. After resigning as provost marshal he participated in the battle of Drury's Bluff, where he was captured by the confederates after a brave defence. He was first taken to Libby prison at Richmond, and was afterwards transferred to Camp Oglethorpe, Macon, Ga. From here the fifty federal officers of the highest rank were ordered to Charleston and placed under fire of the Union guns. The government, in retaliation, then sent fifty confederate officers to Morris Island and placed them under Southern fire. This resulted in an exchange of prisoners on April 2, 1864. Again rejoining his regiment, he served until Sept. 27, 1864, when he was mustered out with the brevet of brigadier-general. After leaving the army General Lee entered the custom house at Boston, where he remained four years. In 1868 he re-embarked in business in Springfield. In 1872 he was appointed postmaster by President Grant, and held the office twelve years under Presidents Garfield, Arthur and Hayes, He died June 22, 1884. General Lee helped organize E. K. Wilcox Post, G. A. R., being its first commander. He was also a member of the Knights Templar, Loyal Legion and of the Ancient and Honorable Artillery of Boston. As an instance of his military and civic popularity may be mentioned the presentation to him, in 1855, on the occasion of his assuming the command of the Twelfth Regiment, of a handsome sword, the gift of the citizens of Springfield.

HORACE C. LEE.

# NEW BEDFORD

NEW BEDFORD has had an experience which has fallen to the lot of few cities in the United States. It has seen its principal industry sink into decline, an industry which had made of a tiny hamlet an important and wealthy city. On the ruins of one industry has been built up another and a greater. The old whaling city of the United States is now one of its great manufacturing centres. To only one other city, Fall River, does it yield the palm for the number of spindles employed in cotton manufactures; at its present rate of increase it will soon yield to none.

The city is growing more rapidly, proportionately, than any other city in New England. By 1895, at the latest, the population of 1880 (26,485) will have been doubled. When it is stated that five new cotton mills are now in course of erection, the cause of the increase is suggested. Of these mills four are being erected by corporations which have been organized since February, 1892, with a total capital stock of $2,100,000. The five mills will run at the start 206,000 spindles.

New Bedford is the wealthiest city of its size in the Union, its wealth approaching $100,000,000. The readiness with which capital for promising enterprises is obtainable was well instanced when the project for the erection of the Pierce Mill was set on foot a few months ago. Through the exertions of a single individual the proposed capital stock of $600,000 was all subscribed within four days.

There are about twenty-five cotton mills in the city, and one woollen mill. These mills are owned by fourteen corporations having a total capital stock of $11,310,000 and running in all 1,040,500 spindles and 15,834 looms. Two of the mills make yarns exclusively, the others produce varieties of fine goods and sheetings. Alike in structure and internal fixtures, the New Bedford mills are unexcelled anywhere.

The manufactures of the city are not limited to the textile industry. There are over one hundred and ten other factories which turn out a large variety of products. Among the largest are the Morse Twist Drill and Machine Company (capital, $600,000), whose goods find a market all over the world; the Pairpoint Manufacturing Company ($400,000), fine silver-plated ware; the Mount Washington Glass Company ($83,000), fine and cut glassware; Hathaway, Soule & Harrington ($250,000), boots and shoes; Clark's Cove Guano Company ($800,000), fertilizers; New Bedford Cordage Company ($375,000), and New Bedford Copper Company ($250,000).

The whaling industry, in which the city's wealth was earned, while sadly reduced, is by no means extinct; and New Bedford, now as in the olden days, does the largest whaling business of any place in the world. When the industry was at its height, in 1857, there were 329 New Bedford vessels of all kinds in the fleet, out of a total of 569 from all United States ports. On Jan. 1, 1892, the New Bedford vessels numbered 48, out of a total of 92 from all United States ports. The high price of whalebone does much to make the industry profitable. In 1891 the average price was $5.38 per pound. In 1866 the average was $1.37 per pound.

The city has rare natural beauty. It rises from the west bank of the Acushnet River and the north shore of Buzzards Bay; and from the hill, which constitutes the finer residential part, a view of land and water, rarely excelled, presents itself. No American city of even twice its population can boast such well-kept and beautifully shaded streets. It is surrounded on all sides by lovely summer resorts which are easily reached, some by land over finely macadamized roads, others by sea in comfortable and commodious steamers. But the city is itself a choice summer resort. Nowhere are there better facilities for boating, bathing, fishing and driving. Like Newport, it has an ocean drive, three and a half miles in length, around the Point, which is a never-failing source of pleasure in summer. And the nights are always cool and invigorating.

New Bedford desires and welcomes new industries. It offers cheap land, water and coal, excellent transportation facilities by land and water, low taxes and a climate which, for manufactures as well as for general health, is nowhere excelled in this country. It has over thirty-five churches, a magnificent school system and three newspapers, the *Journal*, *Standard* and *Mercury*. Many fine buildings adorn its streets, and its private residences are unique.

CHARLES SUMNER ASHLEY, mayor of the city of New Bedford in the years 1891 and 1892, is one of the youngest executive officers the city has had, but his administration promises to leave behind it a record of extensive work in the direction of improving and beautifying the city which will make it long memorable. Particularly will this be so in regard to the system of public parks now being laid out. These parks, three in number, and all of them finely located, will fill a "long-felt want" of a very real nature, and will add greatly to the attractiveness of an already beautiful city. Mr. Ashley is now only thirty-four years of age. He is the son of Joshua B. Ashley, a well-known citizen of New Bedford. After he had graduated from the grammar school, natural inclinations led him to enter at once on a business career. At the age of seventeen he formed a copartnership in the market business, continuing and increasing this after his partner's retirement, and down to the year 1889. In that year he disposed of the business, and later, with Stephen D. Pierce, opened a clothing and furnishing goods store, where he now does a very large business. He also conducts an extensive wholesale pork business. Mayor Ashley is a Democrat, and an earnest believer in the tenets of the Democratic party. As the party gains in strength in New Bedford and vicinity, and it has recently gained greatly, his part in its battles is likely to be a prominent one. So far, however, Mr. Ashley has been more closely identified with municipal than with State or national affairs, and in municipal affairs he has figured not as the Democrat, but as the citizen. His adherents in municipal affairs are men of all political parties, and they are now generally known as the "Ashley" party. The public service of Mr. Ashley commenced in 1884, when, at the age of twenty-six, he was chosen a member of the Common Council. In 1886 he was elected to the Board of Aldermen, being the only successful aldermanic candidate on his ticket, and polling more votes than the mayor elect. After another year as alderman, Mr. Ashley was induced to aim higher, and the two following years made unsuccessful fights for the mayoralty. The defeats were encouraging, however, and the third year brought victory by one of the largest majorities in the city's history. This was in 1890, and in 1891 the young mayor was again elected by a substantial majority. As mayor, Mr. Ashley has been untiring in his devotion to the city's interests. He is familiar with every detail of the city's work, and has given personal supervision to much of it, including the plotting of the city, a work of great value, which has been undertaken at his instigation. His administrations have given great satisfaction to the citizens, regardless of party. Personally, the mayor is a prince of good fellows. He makes friends readily, and is known as a man who never fails to stand by them. His devotion to the duties of his office and the rare ability and tact he has displayed in fulfilling them make him one of the most valuable public servants New Bedford has ever had.

CHARLES S. ASHLEY.

THROUGHOUT the State of Massachusetts, and indeed throughout the country, no name is to-day more generally associated with New Bedford than that of the Hon. William Wallace Crapo. Mr. Crapo is the son of Henry Howland Crapo, who was for four years governor of Michigan. His father was a native of Dartmouth, near New Bedford, where Mr. Crapo was born, May 16, 1830. After passing through the public schools of New Bedford, he prepared for college at Phillips Academy, Andover. He was graduated from Yale — which has since conferred upon him the degree of LL. D — in the class of 1852. He studied law in the Dane Law School in Cambridge, and in the office of Governor Clifford in New Bedford. In 1855 he was admitted to the bar, and entered upon practice in New Bedford. Mr. Crapo's political career began in 1856, when he took the stump for John C. Fremont. In the same year, when only twenty-six years of age, he was elected to the Massachusetts House of Representatives. In 1857 he declined a nomination to the State Senate. Mr. Crapo is most widely known through his service in Congress. He was elected to fill a vacancy in the Forty-fourth Congress, and was returned for three succeeding terms thereafter. In the Forty-fifth Congress he was a member of the Committee on Foreign Affairs. In the Forty-sixth he served on the Committee on Banking and Currency, and in the Forty-seventh he was chairman of this important committee. In this capacity he won the admiration and confidence of the business men of the country by the ability and sagacity with which he carried through, against determined opposition, the bill to extend the charter of the national banks. By other legislative work he enhanced the national reputation thus acquired. His speeches, argumentative, calm, convincing, then, as now, commanded attention and stimulated thought. In recent years Mr. Crapo's name has on several occasions been brought before the Republican State conventions of Massachusetts in connection with the nomination for governor. His attitude on these occasions has greatly increased the respect with which the people regard him. He has refused to be in any sense a self-seeker or to have used in his behalf political methods which are often more effective than creditable. He believes — and lives up to his belief — that the office should seek the man, not the man the office. In the affairs of the city of New Bedford, Mr. Crapo has always been most deeply interested. An enthusiastic admirer of its natural beauties, he has been, and is, an earnest and liberal supporter of all movements tending to its best development. As private and business lawyer, bank president, president and director of large manufacturing and railroad enterprises, and in many other positions of responsibility, he has acquired the reputation of a financier of rare ability, a business man of sagacity, judgment and prudence and a citizen of kindly and generous tendencies. In New Bedford no man enjoys the trust and esteem of all sections of the community more fully than William W. Crapo.

WILLIAM W. CRAPO.

THE family of which Governor John H. Clifford of Massachusetts was the head has been for sixty years past, and is to-day, most prominently identified with New Bedford. In 1827 Mr. Clifford came to New Bedford to study law, the profession in which he afterwards achieved such remarkable success, and which is to-day adorned by his sons. Thereafter this city was his home. He was at various times member of the State House of Representatives, member and president of the State Senate, district attorney for the southern district of Massachusetts, attorney-general (for seven years), and governor of the Commonwealth. He died, Jan. 2, 1876. Governor Clifford married Sarah Parker Allen, daughter of William Howland Allen, of New Bedford, who still survives. Mrs. Clifford is a direct descendant of Captain Myles Standish of Plymouth, while the governor was a descendant of Governor Mayhew, of Martha's Vineyard. They had nine children, of whom the male survivors are Charles Warren and Walter Clifford, both distinguished members of the bar of Bristol County, and prominent figures in the public affairs of the State. Charles W. Clifford was born Aug. 19, 1844, graduated from Harvard in July, 1865, and studied law. It was his chosen profession from his earliest years, and one for which experience has proved him eminently qualified. He was for many years associated with Hon. George Marston in partnership, and in the trial of important causes, and is now of the firm of Crapo, Clifford & Clifford. In 1876 he was one of the commissioners to revise the judiciary system of the Commonwealth, and in 1891 received the almost unanimous support of the bar of Massachusetts for appointment as judge of the Circuit Court. He holds many positions of honor and influence in the State and the city, and is largely interested in the most important financial and manufacturing enterprises of New Bedford. He married, 1869, Frances Lothrop, daughter of Charles L. and Elizabeth T. Wood, of New Bedford, who died in 1872. In 1876 he married Wilhelmina H., daughter of the late Governor Crapo, of Michigan. Walter Clifford was born Aug. 11, 1849, graduated in 1871 from Harvard College, and from Harvard Law School in 1875. He was associated with the office of Marston & Crapo from 1875 to 1878, and since then has been a member of the firm of Crapo, Clifford & Clifford. As mayor of New Bedford in 1889 and 1890, he made a splendid record, alike in valuable and enduring work accomplished for the city, and in increasing popularity with the people. Mr. Clifford is an earnest and vigorous Republican. As a member of the Republican State Central Committee he has taken a prominent place in the party councils. He was a delegate to the Minneapolis convention (1892). He is a sound lawyer, a capable business man, an able politician, an eloquent and graceful speaker, and a courteous and honorable gentleman. He married, in 1878, Harriet Perry, daughter of Congressman Charles S. and Sarah (Perry) Randall, and has four children.

JOHN H. CLIFFORD.

FROM New Bedford's earliest days, the Rotch family have been most prominently identified with its growth and development, seven generations having lived consecutively within its limits. It was Joseph Rotch, an enterprising merchant of Nantucket, who in 1765 came here and established himself in the whaling business, and gave to the little hamlet to which his arrival brought new life, the name of Bedford Village. Mr. Rotch's selection of this harbor as one especially adapted for the prosecution of the whale fishery was the first step in the development of a great industry and an important city. Later generations have displayed the same enterprise, industry, and public spirit which characterized their ancestor, and to-day the Rotch family is still found at the front in efforts to develop the city and its industries. The senior member of the family is Hon. William J. Rotch. He is a son of Joseph Rotch (a great-grandson of the Joseph Rotch above named), and was born in Philadelphia May 2, 1819. In 1838 he was graduated from Harvard with his brother Benjamin, the brothers being the two marshals of the class. Soon after this, with his brother and Joseph Ricketson, Mr. Rotch founded the New Bedford Cordage Company, which has developed into one of the most successful industries in the city. Of this company he was president for thirty-four years. The Rotch brothers were among the first to recognize the value of the McKay sewing machine, which, under the able management of Gordon McKay, has obtained world-wide fame.

WILLIAM J. ROTCH.

Mr. Rotch is president of the Howland Mills Corporation, the new Rotch Spinning Corporation and the Rotch Wharf Company. He is vice-president of the New Bedford Institution for Savings and a director of most of the important manufacturing and financial enterprises of the city, as well as of the Old Colony Railroad. In these and many other positions Mr. Rotch has won the confidence and esteem of all who know him. Mr. Rotch's career in public life has been limited only by his own inclinations. In 1852 he was elected the second mayor of the city of New Bedford. Prior to this he had served two years in the General Court. He was a member of the military staff of Governor Clifford. But his ambitions were not centered on political preferment, and he could not be induced to aim higher. He has, however, been a steadfast supporter of the Republican party since its formation. Mr. Rotch married, in 1842, Emily Morgan, daughter of Charles W. Morgan, of New Bedford. She died in 1861, leaving seven children, all of whom are still living. In 1866 he married Clara Morgan, and they have one daughter. Mr. Rotch's New Bedford residence is one of the largest and handsomest in the city. The grounds are alike beautiful and extensive, and within are all the comforts which wealth can bring. Here, surrounded by his family and the friends of a lifetime, Mr. Rotch is still actively engaged in the development of the many enterprises with which he is prominently associated and which he has done so much to promote.

MORGAN ROTCH is one of New Bedford's younger men of mark who has won distinction in her financial and political interests. A son of Hon. William J. Rotch, whose life is sketched on another page, he was born in New Bedford in 1848. He was educated at the Friends Academy in his native city, at the Phillips (Exeter) Academy, and at Harvard College, from which he was graduated in 1871. After leaving Harvard he spent a year in European travel, and then entered business in New Bedford, first as a cotton broker, and later as a stock and note broker. In the latter capacity he now does a very extensive business, and his office is one of the financial centres of the city. Mr. Rotch is president of the New Bedford Manufacturing Company, and his services are much sought after in the direction of the city's most important enterprises. He is now a director of the Howland Mills Corporation, the Rotch Spinning Corporation, the Pierce Manufacturing Corporation, the Southern Massachusetts Telephone Company, the National Bank of Commerce, the New Bedford Cordage Company, the New Bedford Opera House Company the Pairpoint Manufacturing Company, and the Illinois Steel Company. His connection with the enterprises with which he is associated is always an active one, and it never fails to be for the benefit of the stockholders. In politics Mr. Rotch has had all the honors he has sought, and has refused more. He entered the Common Council of the city as a young man of thirty, and made his influence quickly felt. Four years in succession (1885–88) he was elected to the mayor's chair, being returned on each occasion by majorities which attested his growing popularity. His administration was marked by the agitation and adoption of many much needed improvements, including extensive and beneficial work upon the streets, the construction of a new system of sewerage in a thickly populated part of the city, and the reorganization of the poor department. Since he left the mayor's chair Mr. Rotch has continued to be a prominent figure in municipal affairs, and as a member and first chairman of the Board of Public Works, which has entire charge of the streets, he has done, and is doing, excellent work for the city. Mr. Rotch's zealous work for the Republican party, of which he has always been a consistent adherent, was recognized by Governor Ames, who selected him as a member of his military staff. In 1891 he was elected to the State Senate, where he served with distinction for one term, refusing a renomination for business reasons. Mr. Rotch was elected president of the Bristol County Agricultural Society in 1891, and his association with and work for it has given this society a new vigor. On Dec. 4, 1879, Mr. Rotch was married to Miss Josephine G. Grinnell, of New Bedford. They have two children. He is a member of the Wamsutta Club, New Bedford; the Somerset, Country, and Athletic clubs, Boston, and the Union and University clubs, New York. In the social and financial circles of the two last-named cities Mr. Rotch is well known and very popular.

MORGAN ROTCH.

GEORGE F. BARTLETT was born in New Bedford, May 4, 1828. He is descended from the Rev. Ivory Hovey, who graduated at Harvard College in 1733 and died at South Plymouth (Manomet) in 1803, aged ninety years. Two pastorates covered his life-work at Rochester and Manomet. His grandfather was Deacon Abner Bartlett of Manomet, prominent in town and State councils. His parents were Ivory Hovey Bartlett and Betsy Clark, both of Manomet. He was educated in the public schools, graduating at the high school, December, 1844. He attended Phillips Academy, Andover, during 1845, and the Friends Academy, in New Bedford, the winter terms of 1845–46. He is a Republican in politics, and worships with the Orthodox Congregational Church. He entered his father's counting-room April 1, 1846, became a partner in 1854, and is the surviving partner of Ivory H. Bartlett & Sons. He was elected director of the Merchants' National Bank in 1865, and a member of the board of public works in 1891 for three years, now serving in both. His business is whaling and commission. His firm has for fifty-two years been the purchasing agents for the London house of Langton & Bicknells, and in 1861 bought twenty-four whalers for the Stone fleet. In 1852 he married Clara Gordon Nye, daughter of the late Gideon Nye and Sylvia Hathaway Nye, of Acushnet. They had eight children, three of whom are living. His eldest son, the late Frederick Carew Smyth, graduated from Harvard College in 1875, and became a partner with the distinguished law firm of Crapo, Clifford & Clifford. In 1877 he took passage for San Francisco in the ship "Syren." In 1878 he visited Europe, going from New Bedford to London docks in Norwegian brig, "Noatum." In 1882 he married Abby Gibbs Wood, daughter of the late James B. Wood. He died in 1886, aged thirty-three, leaving a widow and two sons, Geoffrey and Clifford. He was twice elected selectman, and to the State Legislature, from Fairhaven, and was serving at the time of his death. His second son, Gideon Nye, was a passenger in whaling bark "Ocean," in 1874, returning from Fayal in the "Fredonia." He visited, on business, the Sandwich Islands in 1875 and 1876, and the Arctic Ocean in 1878 as supercargo of ship "Syren" to St. Lawrence Bay, Siberia, where she took a cargo of oil and bone and returned to New Bedford, while he continued to the Arctic Ocean in whaleship "Rainbow," Cogan, master, going as far east as Camden Bay, near McKenzie River, and west to Herald Islands. He now is manager of the Tobin Whalebone Company, New York. He married, in 1881, Stella May Smith, of San Francisco, and has two children, George Gordon and Alice Church. His third son, the late George F., Jr., died in Mexico, in 1881, in the employ of Kidder, Peabody & Co., of Boston, at the Cusihuiriachic mining camp, after three months' residence there, aged twenty-four years. His youngest son, Clarence Hathaway, entered the employ of the banking house of Sanford & Kelley, of New Bedford, in 1885, where he is now book-keeper.

GEORGE F. BARTLETT.

NO man has been more prominently associated with the public affairs of New Bedford during the last half century than George B. Richmond. Mr. Richmond is a native of the city, and was born Nov. 9, 1821, his parents being Gideon Richmond, of Dighton, and Rebecca (Barstow) Richmond, of Scituate. He was educated at the schools of New Bedford and Middleboro, and at Brown University, where ill health cut short his studies during the first term of his junior year. Returning to New Bedford, he entered on a business life, and immediately became identified with the public interests of the city. In 1851 he was elected to the State Legislature on the Whig ticket. In 1861 he was appointed inspector, weigher, gauger and measurer in the New Bedford Custom House, and held that office till he resigned in 1874. Mr. Richmond was five times mayor of New Bedford. For twelve successive years, with a single exception, he was before the people as the champion of prohibition and the enforcement of the liquor laws, and he sat in the mayor's chair in the years 1870, 1871, 1872, 1874 and 1878. His administration won wide attention and was cited everywhere by temperance advocates as proving the efficiency of Prohibition liquor laws when honestly enforced. To this day the name of George B. Richmond makes the blood of a New Bedford liquor seller run cold. His administration of the city's affairs was also signalized by a new era in the extension of streets and by many other important improvements incidental to its development from a whaling to a great manufacturing city. In State affairs Mr. Richmond has been most prominent. In 1873 he was appointed by Governor Washburn one of the police commissioners of the Commonwealth, and remained on the commission till it was abolished. In 1880 and 1881 he represented his district in the State Senate, and was chairman in the latter year of the Committee on Public Charitable Institutions and the Liquor Laws. In 1883 he was appointed registrar of deeds for the Southern Bristol District, to fill a vacancy, and he has since occupied this position by the choice of the people again and again expressed. He has been a trustee of Westboro Insane Asylum since 1886 by appointment of Governors Robinson, Ames and Russell. For years Mr. Richmond has been a Republican leader. As member of the Republican State Committee, chairman of the Republican City Committee, and in many similar capacities he has done invaluable work for his party. In 1888 he declined further election to these offices. But he is still as then an ardent Republican. Mr. Richmond is chairman of the Board of Trustees of the First Baptist Society, a member of the Baptist church, and was for five years superintendent of its Sunday school. He was for seven years president of the New Bedford Young Men's Christian Association. He is now one of the trustees of the Five Cents Savings Bank. Mr. Richmond has been thrice married and has had seven children, of whom five are living.

GEORGE B. RICHMOND.

# WILLIAM D. HOWLAND.

WILLIAM D. HOWLAND is a prominent representative of the mill interests of New Bedford. As treasurer of the New Bedford Manufacturing Company, the Howland Mills Corporation and the recently organized Rotch Spinning Corporation, he directs the affairs of three of the most important manufacturing enterprises of the city. Mr. Howland is the youngest son of Matthew and Rachel Howland, and was born in New Bedford in 1853. His family name is one which has always been prominent in the history of New Bedford, and his ancestors for several generations have held positions of honor in the community. His grandfather, George Howland, who was born in Fairhaven in 1781, was one of the old-time whaling merchants of New Bedford, and one of its most prominent and respected citizens. He was the first president of the Bedford Commercial Bank, now the National Bank of Commerce, one of the incorporators of the Institution for Savings, and a pioneer in the movement which brought the railroad to New Bedford. His son, Matthew, the father of William D., also engaged in the whaling business. He was a director of the National Bank of Commerce, and was closely and liberally identified with many efforts for the moral and religious improvement of the community. Mr. Howland was educated at the Friends Academy in his native city, and at Brown University. He entered, in 1879, the employ of the Wamsutta Mills Corporation. Four years later he organized the New Bedford Manufacturing Company for the manufacture of cotton yarns. In this project he was aided by many friends of the Howland family, who were probably led to interest themselves in it more from personal than from business considerations. But before many months had passed they found that the investment was to prove a most valuable one. Almost from the start the record of the concern has been one of constant growth and extension. In the spring of 1886 a second and larger mill was built by the company. In 1888 the Howland Mills were erected by a new corporation composed largely of the same individuals. Soon a second Howland Mill was erected, and to this a large addition was made later. And now, in 1892, the Rotch Spinning Corporation has been organized, and its fine new mill is already partially in operation. The three concerns, though quite distinct, are yet closely allied. Their total capital stock is $2,000,000, and they have in all 136,000 spindles. The Howland Mill Village has acquired almost a national reputation. This splendid collection of workmen's homes is the outcome of a plan formed by Mr. Howland in 1888 by which to secure and retain the best class of operatives. A large tract of land was laid out by the corporation, with wide, well-built streets, and some fifty or more model single houses, fitted with all modern conveniences, and surrounded by an abundance of ground, were built. These houses are let or sold outright on reasonable terms to the employees, and effort is put forth to make them in every way as attractive as possible. The scheme was undertaken not from philanthropic but from the broadest economic motives. The result has been most encouraging, and has shown that consideration for the welfare of the help proves mutually beneficial. Mr. Howland is also president of the Pierce & Bushnell Manufacturing Company, manufacturers of pastels, etchings, etc., a trustee of the New Bedford Institution for Savings, and a director of the National Bank of Commerce and the New Bedford Safe Deposit and Trust Company. He is a Republican in politics, and a strong believer in protection as a factor in the development of American industries.

THE site on which the city of Lowell was founded is full of historic interest, for here gathered the redskin to partake of Nature's bounties, and here came the settler to take advantage of Nature's inducements and usurp the reign of the Indian. Like all New England cities and towns, Lowell's history is interwoven with that of an old-time parish, for before Lowell there was East Chelmsford, a hamlet in the wilderness north of Boston, with a tavern for the accommodation of wayfarers on the highway between Boston and Vermont.

This was at the opening of the present century, and eight years before "The Proprietors of the Locks and Canals on the Merrimack River" had been incorporated, and a canal around the falls in the Merrimack, now Pawtucket Falls, built. Through this canal was floated, from time to time, lumber from the North to the sea. Twenty years later, the insignificant hamlet had become a village, with two hundred and fifty inhabitants, several industries, a grist mill, and a water highway to Boston. But the creative hand of enterprise had not touched the mighty force of the Merrimack; only the falls in its tributary, the Concord, were yielding wealth through its industries.

To Francis Cabot Lowell, New England is indebted for its cotton industries, for in 1813, with Patrick T. Jackson and Nathan Appleton, he obtained an act of incorporation to manufacture, and his plans were a few years later, though after his death, put into execution at Lowell in 1822 by the erection of a cotton mill, under the direction of the Merrimack Manufacturing Company.

This company paid nearly fifty thousand dollars for water rights on the Pawtucket canal, and Sept. 1, 1823, the first wheel was started. A year later St. Anne's Church was built, and soon after came the incorporation of other mills named after the early mill owners, Appleton, Boott and Jackson.

Until 1836 Lowell was still a town, but of size and importance to receive municipal privileges, which this year were granted. The pioneer cotton manufactories were drawing thousands of people, and the tide did not turn until the panic of 1857. The cotton mills suffered with the other industries of the country. For a time the growth was checked, but in 1870 the population was 40,928, the area 3,838 acres, with fifty miles of streets, and property valued at $25,922,488. There were fifteen manufacturing corporations and seven other concerns, with property valued at twelve millions. The last census shows that the population exceeds 80,000, making it the thirty-seventh in the list of American cities, and in point of industries entitled to the name of the "Manchester of America." Since 1836 its area had increased fourfold; it had 11,200 dwellings, valued at $62,046,799. Its accepted streets were over 110 miles in length, with nine miles granite paved, and 56 miles of sewers. Its water is the best and its gas the cheapest in New England. The forty incorporated companies had property valued at $26,224,115, while in textile mills were employed 24,172 persons, 2,838 in machine shops, 1,050 in wood working, 560 in leather, and 2,500 in other industries, a total of 31,120 operatives.

The character of the people is exemplary, riots or strikes being almost unknown, there being little or no vagabond element and no socialistic agitation to disturb the peace of the community. A large proportion of the wage earners are housed in their own homes. When the mills were first opened the operatives were drawn from the towns and villages of New England. Now all is changed, for the foreign element, represented by French Canadians, British, Irish and Swedes have flocked in, readily finding work as new industries are developed. The cost of living is lower than in any other city in the country, due to the boarding-house system, inaugurated when the cotton mills were first built. It costs a man $2.90 per week and a woman $2.25 for good substantial food at these boarding-houses, and the corporation pays a stated sum for each boarder.

The industries are manifold, but cotton manufacturing is the staple of the great trade. The annual output in 1891 was over 257,800,000 yards of cloth, and 103,000,000 yards of calico printed, in seven corporations, valued at $19,572,556; eight mills manufacturing woollens and carpets had an output of $11,422,921; twelve mills making elastic webbing, suspenders, etc., aggregate a business of $5,550,000; bleachery and dye works, $1,000,500; machinery, $6,460,000; wood working, $4,180,500; mill supplies, $2,000,000; medicines and perfumes, $6,000,000; miscellaneous, $5,000,000, a total amount of business of $76,503,782.

GEORGE W. FIFIELD, ex-mayor of the city of Lowell, is the largest manufacturer of engine lathes in the United States, and a worker in the iron business extensively known in manufacturing circles. He is a native of Belmont, N. H., and at the age of eighteen years went to Lowell, and became an apprentice in the machinery trade. He has made his home there ever since, and from a machinist's apprentice he became a master workman and finally in a small way branched out into building engine lathes, a business which has had a surprising growth. These have been years of hard work for Mr. Fifield, and he has attended strictly to his business, entering public life but seldom. He first became well known as an alderman, serving in 1883 and 1884, and his work there indicated that he was business to the backbone. In 1891 and 1892 he served as mayor of the city, defeating at the polls, on two occasions, the strongest Republican candidate who could be pitted against him. Politically, he is a Democrat of the stanchest kind, and has been for several years on the Democratic State Central Committee. Mr. Fifield is looked upon as the type of a conservative, substantial business man, one of whom all Lowell speaks in highest terms, and one who as a mayor was thoroughly believed in by the taxpayers of the city. He has shown his business ability in his management of the Lowell Electric Light Company, of which he has been president since 1883, and since which time it has developed from a small plant in a hired building to one of the largest electric companies of New England, with buildings covering a large territory. It was perhaps this fact more than any other which brought Mr. Fifield prominently before the public as a business representative of the people. His own business he had developed from a small shop to a big one employing scores of skilled mechanics. Mr. Fifield has many financial enterprises in different parts of the country, and to look after their interests he travels a great deal. Whenever political material is needed in the big campaigns Mr. Fifield is the most sought after of all the Lowell manufacturers, as his knowledge of the manufacturing interests of all sections of the country is very extensive. Especially in mining matters is he conversant, and besides he is a believer in free coal and iron as the greatest need of New England industries. Personally, Mr. Fifield is a very entertaining talker, and whatever he says is strictly reliable. As mayor of the city he gave a purely business administration, and taxpayers without regard to party had the greatest confidence in him. He declined to serve another term, owing to the demands of his business. He is in the directory of the Lowell banks, and resides in a magnificent house in the Highlands. Like all residents of that section of the city, he does his utmost to make it the ideal residential ward. Mr. Fifield's name has often been mentioned in connection with higher political honors than the mayoralty of Lowell, but his large business interests are such that he cannot neglect them. In the social life of Lowell, he is very popular.

GEORGE W. FIFIELD.

JOHN JAMES PICKMAN, mayor elect of Lowell, was born in this city, Jan. 9, 1850. He comes from rugged Scotch stock, his father, David Pickman, being the personification of sturdy honesty and sterling worth, and though of Scotch birth, a patriotic and zealous American citizen to those of the city who shared his acquaintance. The mayor received his education in the public schools of his native city, and at the age of sixteen years he was graduated from the high school and entered at once upon the study of law, being graduated at the Harvard Law School in 1869, while lacking two years of his majority. On his attaining his twenty-first birthday he was admitted to practice in the Middlesex County bar, and at once laid the foundation of that reputation which justifies his choice of a profession. Mayor Pickman has had a varied municipal and legislative experience, having first been sent to the Common Council in 1876 and 1877 from his own ward, then in 1879 and 1880 to the lower branch of the General Court, and from 1882 to 1885 to the School Board, in all of which offices he performed painstaking and conscientious work. In 1885 he was commissioned an associate justice of the Police Court by Governor Ames, and he still retains the office, sitting on criminal and civil cases whenever the regular justice is absent. In 1886 he was city solicitor, and his important cases of the year were the suits brought by the largest manufacturing corporations to recover excess in taxation of their property by the city assessors. The cases commenced at this time have only just been finished, and it is worthy of note that the legal questions raised and finally decided by the highest court in the Commonwealth were without precedent. Professionally, Mayor Pickman is a self-reliant, sound and safe practitioner, who is widely and thoroughly esteemed by his associates at the bar. He is a speaker of more than ordinary ability, and is sure to impress his hearers with his earnestness and his sincerity. Personally, Mayor Pickman is a man of varied attainments and delightful character. He has a genial and hearty disposition, a keen wit and a rich store of literary knowledge. He is an ardent lover of nature, and enjoys no leisure better than that which comes with a life in the camp, a tramp among the hills or a voyage in a frail canoe. He has been abroad several times, and his observations have given him an originality of thought, which, when expressed, is both delightfully entertaining and instructive. Mayor Pickman is a member of the Mayors' Club, is a Freemason, and has had great success as the president of the Lowell Republican Club. Despite the fact that Lowell is a Democratic stronghold, he was elected upon the Republican ticket to the mayoralty, — a worthy expression of his popularity among the citizens of his native city, regardless of party lines. His extended experience in municipal affairs, his ability as a lawyer and his wide culture conspire to make Mayor Pickman a thoroughly representative man of the Commonwealth. It is anticipated that his administration as mayor will be successful.

JOHN J. PICKMAN.

FREDERIC T. GREENHALGE, lawyer and orator, who represented the Eighth Massachusetts Congressional District in the Fifty-first Congress, is one of the most brilliant of Lowell's many lawyers, and an orator and political speaker of great reputation throughout New England. He was born in Clitheroe, a parliamentary borough of England, in the county of Lancaster, July 19, 1842. His father, William Greenhalge, removed to Lowell in 1854, and assumed charge of the copper roller engraving in the Merrimack Print Works. His son, Frederic, entered the public schools, and passed the grammar and high school grades, attracting attention as a scholar of unusual ability. He graduated from the high school as a Carney medal scholar. In debate and declamation young Greenhalge had already made his mark, the forecast of of a brilliant career in later life. In 1859 he entered Harvard College, intending to pursue a full collegiate course, but the death of his father brought him face to face with the responsibilities of life in a busy world, and so, relinquishing his hopes for a college education, he secured a teacher's position. While pursuing this vocation he found time to study law, and just before the outbreak of the war entered the law office of Brown & Alger. In 1863 he went into the army, and was connected with the commissary department at Newbern, N. C. While there he was stricken with malarial fever, and after months of sickness he was sent home. Slowly he recovered, and then resumed the study of law, and in 1865 was admitted to the Middlesex bar. He early received recognition for his abilities, and in Lowell became quite popular. In 1868 and 1869 he served in the Common Council, and in 1871 was elected to the School Board for two years. He devoted himself strictly to the practice of his profession, and received the appointment of special justice of the Municipal Court. In the years 1880 and 1881 he was elected mayor, and his administration was a successful and thoroughly business-like one. From this time on he became recognized as a speaker of exceptional brilliancy, and especially upon educational topics he was in demand as a lecturer. In the political campaign of 1888 the Republicans nominated him for congressman, and he was elected amid great enthusiasm. At Washington he at once took a foremost position in the ranks of the House leaders, his speeches receiving immediate attention from the press all over the country, especially his debates as a member of the Elections Committee during the legislative fight over the unseating of several Southern Democrats, and the seating of Republicans in their stead. In 1890 he was again a candidate, but failed to secure a re-election, and for the time being his political career is ended. Mr. Greenhalge has a great depth of knowledge, and this, combined with keen wit, makes him a favorite speaker at important gatherings, educational and religious. He has held and still holds many minor but important offices, as commissioner in insolvency, and master in many law cases. He has been president of the Unitarian Club of Lowell.

FREDERIC T. GREENHALGE.

CHARLES I. HOOD, proprietary medicine manufacturer, was born in Chelsea, the shire town of Orange County, Vermont, in 1845, his father, Amos R. Hood, being a native of the town, and for many years the leading druggist. In his early life he acquired a liking for the drug trade, and was in the store enough to get a general idea of the business. He obtained his education at the common schools and at the academy in Chelsea, and immediately after completing his academic course went to Lowell with a determination to thoroughly master all the details of the drug trade. He served a five years' apprenticeship with Samuel Kidder, one of the best known of Lowell's druggists, and at the expiration of the time took the position of prescription clerk in the establishment of Theodore Metcalf & Co., Boston, where he gained an experience which has been invaluable to him in buying materials for and in the preparation of medicines. In 1870 he left Metcalf's and with a partner opened a drug store in Lowell at the corner of Merrimack and Central streets. It was while here that Mr. Hood conceived the idea of making and offering to the public a new medicine, — Hood's sarsaparilla. In 1875 the young druggists began in a small way to compound the sarsaparilla, and to-day the preparation is known and used all over the world. Mr. Hood has manufactured sarsaparilla ever since, and in doing so has paid strict attention to his business, declining all invitations to allow his name to be used for political honors, and in fact keeping personally out of public sight, but enterprisingly pushing his preparations into the best markets. To pen a sketch of Mr. Hood is to describe the wonderful growth of the manufacture of Hood's sarsaparilla. The sales increased rapidly, and in 1878 the drug store becoming overcrowded, a floor in the Southwick Block was taken. Next year larger quarters were demanded, and accordingly a five years' lease of a wooden building on Church Street was taken. In three years the business had increased so wonderfully that greater accommodations were needed, and land on Thorndike Street was purchased. Up till 1878 two hundred square feet in area accommodated the business; the fine four-story brick building erected in 1883 covered 5,000 square feet of land. In 1886, an addition to this building made the entire structure 229 feet long and 50 feet wide, a total floor area, including the boiler house, of 62,000 square feet. Another big addition was made last year, making the building the largest in the world devoted to medicine preparation. The capacity of the storage tanks is 195,000 bottles. The entire preparation of the article is made in the building. Printers' ink, through the medium of 6,500 newspapers, is the secret of Mr. Hood's success. Mr. Hood loves the turf, owns several fast trotters, and maintains at Andover the best stock farm in New England. His latest addition to his farm is a fine herd of blooded Jersey cows. Mr. Hood has made one of the most conspicuous business successes not only in New England, but in America, and it is a success deserved by honest effort.

CHARLES I. HOOD.

CHARLES HERBERT ALLEN, ex-congressman, was born in Lowell, April 15, 1844, and is the son of Mr. Otis Allen, one of the oldest manufacturers in this city. He was educated in the public schools, and after being graduated from the high school in 1865, entered Amherst College, from which he was graduated in 1869. Returning to Lowell, he was admitted to partnership with his father in the box-making business, in 1872, and he still carries on that industry, his father, who is nearly eighty-two years of age, having retired. Mr. Allen first entered politics by being elected to the School Board in 1874, and in that body he sat until 1881, when he was elected to the General Court as a representative. Serving two years there, he was elected in 1883 to the Senate, and his growing popularity won for him the congressional nomination the following year, and an election followed, and a re-election in 1886. The two terms spent in Congress gave him many opportunities to become a familiar figure in national politics, and in his second term the efficient work performed as a member of the Committee on Indian Affairs won for him instant recognition and the approval of Senator Dawes. He was strongly urged to take a renomination in 1886, but was forced to decline owing to the demands of his father's business, Mr. Otis Allen, then eighty years old, desiring to retire. Mr. Allen received his honorary title of colonel by being a member of Governor Robinson's staff. He did not again take active part in politics until the fall of 1891, when he was prevailed upon to stand as the Republican gubernatorial candidate. Mr. Allen then took the stump, and by his speeches proved that he was a speaker of more than ordinary brilliancy. He worked indefatigably upon the stump, but was defeated at the polls by Governor Russell. Colonel Allen is well known socially, not only in Lowell but throughout the State. He has a fine residence on Rolfe Street, surrounded by seven acres of beautifully laid-out grounds, overlooking the Merrimack River.

CHARLES H. ALLEN.

He belongs to several social clubs and to the Union Club of Boston. While in Congress Colonel Allen received almost national attention by his entering the ranks of the amateur photographers, and while on the Indian reservations in the West he secured many valuable negatives, which have since proven good material for interesting lectures in aid of the improvement of the condition of the Indians. In the Fiftieth Congress Mr. Allen served on the Committee on Post-Offices and Post Roads — an important committee having at its disposal sixty millions of money. He was the only member from New England on this committee. Mr. Allen was married in Manchester, N. H., Nov. 10, 1870, to Harriet C., daughter of James and Sarah B. (Chase) Dean. Of this union were two children: Bertha and Louise Allen. Mr. Allen is a member of the Masonic order. It is unfortunate that the demands of private business should deprive the Commonwealth of his public services. As a business man Mr. Allen is highly respected by all associated with him.

FREDERICK AYER, the foremost business man of Lowell, Mass., was born in Ledyard, Conn., December 8, 1822, and received the rudiments of his education in the district schools of his native town. He early entered upon his commercial career, as clerk in the general store of Tomlinson & Co., Baldwinsville, N. Y. When twenty years old he became partner of the same firm at Syracuse, N. Y. After three years he retired and became a partner of Hon. Dennis McCarthy, this partnership continuing eleven years. In 1855 Mr. Ayer removed to Lowell and joined his brother, Dr. James C. Ayer, in the manufacture of proprietary medicines, under the name of J. C. Ayer & Co. In 1877 this concern was incorporated as the J. C. Ayer Company, Frederick Ayer being appointed treasurer, which office he still retains. He is identified with several banking and other incorporated enterprises in New England. In 1871 James C. and Frederick Ayer purchased a controlling interest in the Tremont Mills and Suffolk Manufacturing Company. Both these corporations were bankrupt. Being contiguous, a consolidation was subsequently effected under the name of the Tremont & Suffolk Mills, and this corporation is now one of the most successful in New England. Mr. Ayer was one of the founders of the Lowell & Andover Railroad, and was early made its president, which office he still holds. He is treasurer of the Portage Canal in Michigan, and a director of the Lake Superior Ship Canal Railway and Iron Company, which has a capital of four million dollars. He is also interested in large horticultural and mining enterprises. In 1885 Mr. Ayer purchased the Washington Mills, Lawrence, Mass., and immediately reorganized the plant under the name of the Washington Mills Company. He became its first president, and is now treasurer. New mills have been built, new machinery added, new manufactures introduced, and the concern forms the largest woollen manufactory in America. In 1871 Mr. Ayer served as alderman, during which period small-pox appeared as an epidemic. The Board of Health as then constituted utterly failed to cope with this disease, and the severe criticisms of Alderman Ayer provoked every member to resignation. This resulted in the election of a new board, of which he was chairman. The plague had been raging for eight months, but under Mr. Ayer's efficient management, this disease was entirely eradicated from the city in six weeks. Of five hundred and sixty-seven cases reported, one hundred and seventy-seven proved fatal. In his benefactions Mr. Ayer has been unostentatious, but the public charities are few in which he has not joined. Mr. Ayer has been twice married; first in 1858, to Miss Cornelia Wheaton, at Syracuse, N. Y., by whom he had two sons and two daughters. Mrs. Ayer died in 1878. He was again married in 1884, to Miss Ellen B. Banning, at St. Paul, Minn., by whom he has two daughters and a son. Mr. Ayer is still hale and vigorous, energetic in enterprise, esteemed by all, and is now reaping the fruits of his long and honorable career.

FREDERICK AYER.

CHARLES LEWIS HILDRETH, general superintendent of the Lowell Machine Shop, the largest machine works in the country, and in which the greater part of the machinery for the Lowell corporations is made, was born in Concord, N. H., Oct. 9, 1823, and is a son of Elijah Hildreth, a lineal descendant of Richard Hildreth, a member of a party of thirty-nine settlers, to whom, in 1653, was granted by the Massachusetts Legislature a tract of land embracing what is now the site of Lowell. It is an interesting fact in regard to Richard Hildreth, that, upon his petition, the Legislature of Massachusetts made him a special grant of one hundred and fifty acres of land because he "had a wife and many small children, and, being a husbandman, he was greatly disadvantaged, partly by the hand of God depriving him of the use of his right hand, whereby he was wholly disabled to labor." The grant of land, in the present town of Westford, has been in the hands of the Hildreth family for seven generations. Elijah Hildreth removed to New Ipswich, N. H., after his son's birth, and here Charles was brought up, receiving his education at the New Ipswich Academy. At the age of twenty-two years he removed to Lowell, and as an apprentice began laboring in the "big shop" over which he is now the head. He was a hard worker, and having the advantage of a good education soon made progress, in three years being advanced to a contractorship in the shop, a position he held for about ten years. During the great depression in the iron working trade in 1858, he became foreman in the Industrial Works of Bement & Dougherty in Philadelphia for two years. Then, returning to Lowell, he worked in the Lowell Machine Shop until 1865, when, promoted to a foreman's place, he entered upon the fulfilment of important duties for a fourteen years' term. In 1879 Mr. Hildreth was elected to the position he now holds. Mr. Hildreth is a quiet, reserved man, but he has a cordial address and broad sympathies, and is possessed of sound judgment and firm purpose, and as the head of Lowell's most important corporation he has the respect of his thousands of employees, and the confidence of the entire community. Mr. Hildreth dislikes ostentation, and has left public and political life almost entirely alone, although from 1868 to 1871 he served on the aldermanic board, and contributed much to the city's welfare. He takes a great interest in the benevolent institutions of the city, but his principal attention has been given to the Middlesex Mechanics' Association, an institution which, as its name implies, was organized by mechanics early in the city's history, to afford educational facilities to the thousands of mill operatives. In furthering the ends of the association, through its library and lyceum, Mr. Hildreth has given time and thought, and to the accomplishment of its objects no one is entitled to more credit than he. As the manager of a great machine works Mr. Hildreth is conversant with the minutest details, and to his knowledge perhaps is due the great variety of machinery manufactured.

CHARLES L. HILDRETH.

JAMES BICHENO FRANCIS was one of the greatest of American civil engineers, and one who did more in making Lowell's history than any other man. To his great genius and wonderful achievement is due the high position the City of Spindles now holds in the manufacturing and commercial circles of the country and of the whole world. Mr. Francis' death, which occurred in September, 1892, was a loss to the whole world, and it was particularly felt in Lowell, where every page of its history for a half century is linked with his name. Mr. Francis was born in Southleigh, Oxfordshire, England, May 18, 1815, his father at the time being superintendent of the Dufferyn, Llynwi & Porth Cawl Railway in South Wales. He early received a training for what was to be his life's work, as at fourteen years of age he became an engineer upon the harbor works of Porth Cawl, and subsequently on the Great Western Canal. He came to America at the age of eighteen years, and went to work on railways. He attracted the attention of George W. Whistler, the distinguished engineer, in the surveys for the New York, Providence & Boston Railroad. A year later Mr. Whistler came to Lowell to build locomotives and to superintend extensive hydraulic works for the Locks and Canal Company, a corporation controlling the water power of the Merrimack River. Mr. Francis also came to Lowell, and in 1837 was appointed chief engineer. In 1845 he was chosen agent, in addition to his other office, and for fifty years he filled both positions. The corporation refused to accept his resignation, but made him consulting engineer and appointed his son, Colonel James Francis, agent and engineer. During the half century of service, Mr. Francis had entire control of the immense water power at Lowell, and he undertook the great hydraulic improvements which have made the city a great manufacturing centre. Many of these operations were original and on a grand scale, and as a result came the volume "Lowell Hydraulic Experiments" in 1858, and republished in 1868 and 1883, and recognized as an authority by the engineers of two continents. Mr. Francis was regarded as the founder of a new school of hydraulic engineering, and wherever great interests were at stake in connection with hydraulics, his services were demanded. Two great monuments to his foresight and skill are the Northern Canal, constructed in 1846, a work of such massive strength and such perfection of execution that it will be admired for ages, and the "Guard Locks" of the Pawtucket canal, constructed in 1850 to save the city from inundation, and which, in 1852, did save the city from destruction by a freshet. Mr. Francis was a member of the principal European and American societies devoted to the development of the mechanic arts and sciences. He was elected a member of the American Society of Civil Engineers in 1852, and served as president from 1880 to 1882. He was chairman of the commission to examine and report upon the condition of the dam and to explain the cause of the terrible Johnstown disaster. He left a widow and two sons.

JAMES B. FRANCIS.

COLONEL ALBERT A. HAGGETT, ex-postmaster of Lowell, is perhaps without a single exception more familiarly known in social and political circles than any other citizen. He surely is the most prominent Democrat of the city, a Democrat by conviction and action. He was born in Lowell in 1839, and was educated in the public schools, graduating from the Moody Grammar and the high schools, and at the age of fifteen years entering the counting-room of the Middlesex Manufacturing Company as a "runner." Already Colonel Haggett has covered a period of service of nearly forty years with this company, for he is now the paymaster, a position reached by close attention to his duties and promotion step by step. He has been in political life to a certain extent since 1868, but his Democratic tendencies date back to the years when his minority prevented his exercising the right of suffrage. Indeed, he was a Democrat in his early days when it required a great deal of back bone to hold out against the Republican majority. He began to attract attention as a politician and a sturdy Democrat by acting as an inspector of elections in Ward Six, and afterwards as clerk and warden in Ward Three. Then in 1868, 1869 and 1870 he was sent to the Common Council by Ward Six, and the last two years he served in the capacity of president, an honor which attested his popularity because it was a time of Republican administrations. In 1871 he served on the Board of Aldermen, and in 1872 was elected a director of the City Library, this institution not being free at that time. In 1873 he was again sent to the Council, serving as president, in 1874 again being returned to the City Library directory, and in 1875 returning as president of the Council, and in 1876 again wearing aldermanic honors. In 1869 he was on the special committee chosen to build the city water works, and in 1875 he was placed on the Water Board, the interim being the years in which he served in other branches of the city government. In 1878 he was elected to the Water Board, and chosen president, an office which he held until 1885. His rank of "colonel" comes from his commission on Governor Gaston's staff in 1875. In 1883 Colonel Haggett was appointed by Governor Butler as a member of the State Board of Health, Lunacy and Charity. In October, 1885, he was appointed by President Cleveland postmaster of Lowell, and served until Feb. 28, 1890. In April, 1891, Mayor Fifield nominated him as City Hall commissioner, to fill a vacancy in the commission caused by the resignation of Mr. James B. Francis, a position which he still fills in an acceptable manner. For years he was chairman of the Democratic City Committee, a member of the State Central Committee, and in 1876 and 1880 a delegate to the National Democratic Convention. In minor honors he has been particularly favored, and in 1892 once more served as chairman on the Board of Aldermen, elected from the city at large. In social circles he is welcomed, as he is a ready talker and especially clever at repartee. He is connected with the Masonic and Elk orders.

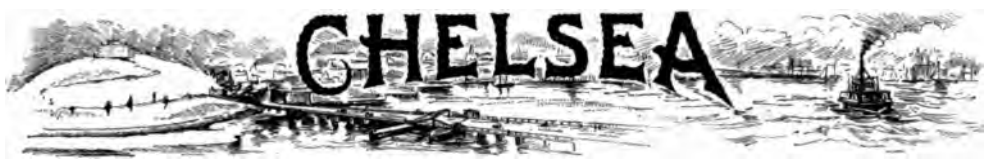
ALBERT A. HAGGETT.

COLONEL JAMES WILLIAM BENNETT, supervisor of construction on the Lowell Federal Building now in process of erection, is probably one of the best known of Lowell's citizens. He was born in Newmarket, N. H., March 21, 1833, and came to Lowell at the age of fifteen, binding himself to his uncle, Abram Matthews, to learn the carpenter's trade. During his life in the country Mr. Bennett had little opportunity to secure an education, as he only attended school sessions in the winter months. He went to the old Franklin School for three months, soon after engaging with his uncle. After a five years' apprenticeship he worked as a journeyman for two years, and then his uncle admitted him to partnership. The first wages earned by the colonel were six dollars a month and board during his apprenticeship. Colonel Bennett began business for himself on Aug. 17, 1858, when, with a few effects loaded upon a handcart, he took a shop on Middlesex Street, near his present establishment, the partnership with his uncle having come to an end by reason of the latter receiving a position with the Lowell Bleachery Company. It was not long before Colonel Bennett's ability as a master mechanic, and the excellence and workmanlike nature of his building brought him to the attention of the rapidly growing city, and once his reputation was established, his success in life was assured. From that time to the present that reputation has been strengthened and broadened, and the builder has become known throughout New England. Soon after, he added gravel roofing, and in 1881 he took into partnership his brother, George A. Bennett, and his son, Fred W. Bennett, under the firm name of J. W. Bennett & Co. Mr. Bennett's individuality, as well as his public spirit, early brought him into social and political favor with his fellow-townsmen, and while he never sought public office, he has been several times honored with it. Politically he was a Whig until that party fell, and then he became a Republican, a sturdy, faithful, hard-working member of the party. He represented his ward in the Common Council in 1876 and 1877, and was in the lower branch of the General Court in 1879 and 1880. In 1878 he was elected a water commissioner for a two years' term, and in 1880 was re-elected for an additional term. His title of "colonel" comes from his commission held for three years on Governor Ames's staff, as an assistant adjutant-general, with the rank of "colonel." He has been a president of the Erie Telephone Company, and is in the directory of two Lowell banks. So thoroughly identified with Lowell's interests is Colonel Bennett that his opinion always carries with it weight. He was one of the chief promoters, and is one of the substantial men of the Highland Club, which has a magnificent club-house in the ward with which Colonel Bennett has so long been identified. Secretary of the Treasury Windom appointed him supervisor of the new Federal Building, now in process of construction. In the social, political and business circles of Lowell Colonel Bennett is highly esteemed and very popular.

JAMES W. BENNETT.

JEREMIAH CROWLEY, lawyer, was born in Lowell, Jan. 12, 1832. He was educated in the public schools, and at an early age went to work in the cotton factories, and later learned the machinist's trade with Aldrich, Calvert & Tyng. In 1857 he went to Nashua, and stayed there until December, 1860. While in that city Mr. Crowley pursued an educational course in an academy founded for the purpose of assisting young mechanics in securing an education. The sessions were held nightly, and it required pluck and energy to spend an evening, after a hard day's work, in a school-room. In 1861 Mr. Crowley went to the war as a member of the Mechanic Phalanx, Company C, Sixth Regiment (a company still in existence), and was in the march through Baltimore, Company C being one of the four companies passing through the city. Mr. Crowley served until the regiment returned home, and was with General Butler at the Relay House and at the taking of Baltimore. After coming home he was offered a commission in the Thirtieth Massachusetts Regiment, but was rejected for physical disability. He was also offered a commission in the Tenth New Hampshire Regiment, but was rejected for the same cause. He then went to work at the Watertown Arsenal until early in 1864, when he came to Lowell and entered the law office of the late John F. McEvoy. In 1868 Mr. Crowley was admitted to practise law at the bar, and that year he entered into partnership with Mr. McEvoy. The partnership lasted one year, Mr. Crowley continuing to practise alone. In his practice he has become one of the best known and most successful of Lowell's lawyers. In politics Mr. Crowley is a Democrat. His first political office was that of councilman, in 1868 and 1869, from Ward Five, the ward in which he was born and in which he has always lived. In 1870 and 1871, 1873 and 1874, 1877 and 1878, 1884 and 1891 he was in the Board of Aldermen, serving eight times in the upper board. During his periods of service he was on every committee of the City Council, and thus he had a hand in some of the most important municipal improvements, of which the introduction of city water is one. In 1882 Mr. Crowley was elected to the State Senate, defeating Hon. F. T. Greenhalge by five hundred votes, and the following year he was counted in for re-election and then counted out. He was twice nominated for mayor and defeated. In 1888 he ran for the Senate against Hon. F. W. Howe, and although defeated, he pulled down a Republican majority of twelve hundred of the year before to eighty. Mr. Crowley has always been an active worker in the crusade against intemperance, and is known as a temperance speaker of much force. In 1848 he was instrumental in promoting temperance societies, and was a member of the Mathew Institute. Mr. Crowley has been a national delegate of the Ancient Order of Hibernians, president of the Lowell Benevolent Society, and president of the Sixth Regiment Association. Mr. Crowley belongs to B. F. Butler Post 42, G. A. R.

JEREMIAH CROWLEY.



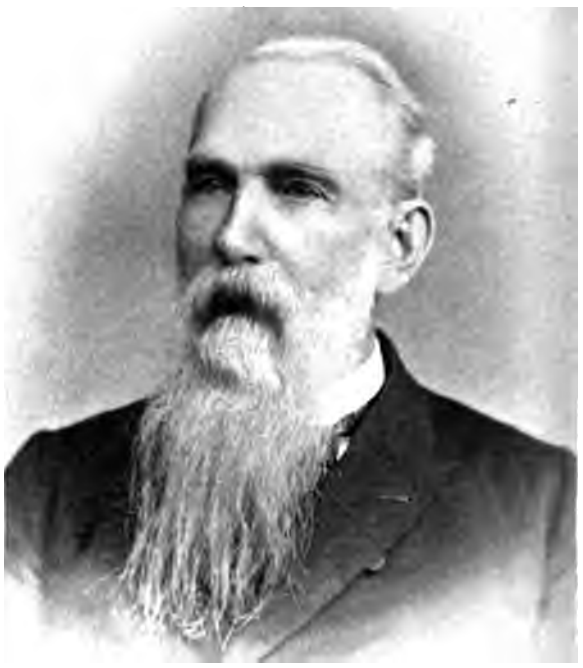

CHELSEA, the "Queen City of the Commonwealth," has to-day a population of thirty thousand, ranks the thirteenth largest in the State, and is a prosperous and growing community. According to the national census of 1890 the population was 27,850. The Indian name of the place was Winnisimmet, and it was settled in 1630 by some of the good people who came to Massachusetts Bay with Governor John Winthrop. All the adjacent land was bought for a horn of powder, and to this day the highest elevation in the city limits is known as Powder Horn Hill. In 1632 it was ordered "that the neck of land betwixt Powder Horne Hill and Pullen Poynte shall belong to Boston," and two years later the General Court ordered "that Wynesemit shall belong to Boston." For more than a century Boston continued to exercise control over the settlements across the Mystic River, but in 1739, in consideration of having established and maintained a meeting-house, Winnisimmet, Rumney Marsh and Pullen Point, which included what is now Chelsea, Revere, Winthrop and part of Saugus, was set apart as the town of Chelsea, the name being given in honor of Chelsea in England. In 1846 Chelsea were divided, less than a third of the area being retained as Chelsea, while what is now Revere and Winthrop was set apart as North Chelsea. The division seemed to act as an invigorator, for Chelsea increased rapidly from a population of forty-three hundred in 1846 to twelve thousand, four hundred in 1857, and in the latter year it was incorporated.

The City Council consists of a mayor, a Board of Aldermen of eight members, and a Common Council of twenty members, all of whom, excepting the mayor, serve without pay. Elections are held annually, the mayor and aldermen being elected at large, and the councilmen by wards. With the exception of the School Committee all other city offices are filled either by appointment by the mayor, with the approval of the aldermen, or elected by concurrent vote of both branches of the City Council. The total debt of the city is $800,000, and the valuation of real and personal property, $22,000,000. The city is principally residential, but has many important manufacturing industries, and in everything is closely allied with Boston, from which it is separated by the Mystic River and Chelsea Creek, and joined by three substantial bridges. By an arrangement made some years ago between Boston and Chelsea, each city cares exclusively for the affairs usually managed by county commissioners. Chelsea pays no county tax, all the expenses being borne by the city of Boston.

Numerous lines of street cars, a line of steam cars and a ferry connect Chelsea with surrounding cities and towns. The ferry is the oldest established in the country, dating from 1631, and has been operated continuously ever since. In Chelsea are located the United States Naval and Marine hospitals, and the Soldiers' Home of Massachusetts. The city has a General Hospital, the gift of Hon. Rufus S. Frost, which is maintained by popular subscription; a public library of sixteen thousand volumes and pamphlets, the handsome and commodious building being a gift to the city from Hon. Eustace C. Fitz. In the city are three Congregational, two Baptist and two Methodist Episcopal churches, and one each of the Universalist, Unitarian, Catholic, Free Baptist African Methodist Episcopal, Adventist and Episcopal denominations. The city has schools ranking second to none in the State, efficient fire and police departments, beautiful streets, complete water and sewerage systems, two parks, and an elaborate park system now under consideration. The financial institutions include two national banks, two savings banks and a co-operative bank. Of newspapers there are one daily and five weeklies. There are innumerable social clubs and fraternal societies.

Manufactures are many and diversified. Rubber goods are the most important, the annual product being valued at three million dollars. Here are located the only wall-paper factory in New England; the laboratory of the New England Vaccine Factory, the largest of its kind in the world, annually producing sufficient virus to vaccinate two million people; and here, also, is the largest lampblack factory in this part of the country. Some of the manufactured products are furnaces and stoves, hardware, art tiles, soda fountains, crockery, building and fireproof brick, furniture, street cars, cordage, boots and shoes, whiting, oils and varnishes, fire hose, bluing, salt, ships, type, mattresses, clothing and machinery. Other important industries are iron and brass foundries, bleacheries, dye works, lithographic printing works and tanneries.

ALFRED COLLINS CONVERSE is the present mayor of Chelsea, and a member of the firm of Phelps, Dalton & Co., proprietors of the Dickinson Type Foundry. His connection with this foundry commenced about thirty-eight years ago, upon his removal from New York, where he had learned matrix making in the type foundry of Hagar & Company. The connection then formed has continued uninterruptedly as employee and employer. Twenty-eight years ago he bought an interest in the company, taking charge of the manufacturing department. He has seen the business in its small beginnings grow to such proportions as to make a market for its manufactures in every part of the world. Its type is used wherever the Roman letter is read. The type used in this book is of their manufacture. Nine years ago, in connection with his nephew, Morton E. Converse, he established at Winchendon, Mass., what is now the largest toy manufactory in the country. When Mr. Converse was still an employee of the Dickinson Type Foundry he became interested in the manufacture of fire-alarm apparatus, which he continued two years, selling out that business to purchase an interest in the type foundry. Mayor Converse is descended from an ancestry that came to this country from England in 1630 with Governor John Winthrop. The first ferryman to receive a grant from the General Court was Edward Converse, for a ferry between Boston and Charlestown, in 1631. Ten years later he was chairman of a commission of seven men appointed by the church for effecting the settlement of the now prosperous city of Woburn. Several generations ago his ancestors moved to New Hampshire, and it was at Rindge, in that State, that Mr. Converse was born, March 17, 1827. His father was a large farmer, and a man much interested in town affairs, being a selectman for seventeen years, a longer period than any other citizen of the town has served. Mayor Converse attended the district schools of his town, and the New Ipswich Academy. Until he was twenty-three years of age he worked on the farm and in his father's mills in summer, and taught school in the winter. He went to New York in 1850 and learned type founding. Mr. Converse moved to Chelsea in 1856. He served in the Common Council in 1877, being elected as a Republican, to which party he has always adhered. In 1889 he was elected to the Board of Aldermen, and the year following was re-elected, both years receiving the popular vote of the city. In 1890 he was nominated for mayor, but failed of an election by 159 votes out of a total vote of 2,300. In 1891 he was again nominated, carrying the day by 762 majority, out of a total vote of 3,900. In 1892 he was unanimously renominated for the office. Mr. Converse was married, in 1855, to Miss Julia A. Woods, who died twelve years later. In 1869 he married Miss Hulda H. Mitchell, of East Boston. They have two children living, — Julia Luella, wife of De Witt Ramsay, of Madison, Wis., and Alfred Otis Converse. Mayor Converse's administration has been very successful.



ALFRED C. CONVERSE.

RUFUS S. FROST is one of the best-known men in Massachusetts, through his long connection with religious, educational and charitable organizations, as well as through his public and business career. Mr. Frost was born in Marlborough, N. H., July 18, 1826. His father's ancestors came to this country in 1635 from England, and his mother's ancestors were settled in Massachusetts Bay Colony in 1640. At the age of seven years, Mr. Frost was bereft of his father, and then the mother and two youngest children left the farm in Marlborough and moved to Boston. Here Mr. Frost attended the public schools, later taking a supplementary course at Newton Academy. He secured a position in a wholesale dry goods house in Boston, and for the energy and ability manifested was admitted to partnership at the age of twenty-one, the firm adopting the name of Osgood & Frost. In 1866 the present firm of Rufus S. Frost & Co. was formed for the transaction of a general commission business in American goods. Mr. Frost is also president of the Haile & Frost Manufacturing Company, manufacturers of woollens, of which Lieutenant-Governor Haile is treasurer. Mr. Frost is president of the North National Bank of Boston; and has been one of its directors for twenty-eight years. He was the second president of the National Association of Woollen Manufacturers, and is now chairman of its executive committee. For two years he was president of the Boston Board of Trade. When still a young man he moved to Chelsea, where he continues to reside. He has received all the political honors within the city's gift. He has been councilman, alderman and mayor, a State senator, and a member of the governor's council. In 1874 he was elected to Congress and served on the committees on Railroads and Freedmen's Affairs. In 1892 he was a delegate to the National Republican Convention at Minneapolis, which renominated President Harrison. In 1890 Mr. Frost founded a hospital in Chelsea and presented it to the city, one of the conditions of the deed being that "no person shall ever be denied treatment on account of poverty, race or religion." Another condition was that patients should be permitted to be treated under any school of medicine they preferred. The hospital has been named by the trustees the Rufus S. Frost General Hospital. His native town of Marlborough, N. H., was presented in 1867 by him with a free public library building and two thousand volumes, and a trust fund of $5,000 for the purchase of books. Mr. Frost was for eight years president of the New England Conservatory of Music. He is now president of the American Congregational Association, and has been president of the Congregational Club of Boston, and of the Massachusetts Homœopathic Hospital. Mr. Frost has been twice married. By his first wife he had six children, five of whom are now living. His second marriage occurred in 1879, when he was united to Catherine Emily Wickham, of Corning, N. Y. She is one of the National Board of lady managers of the World's Fair.

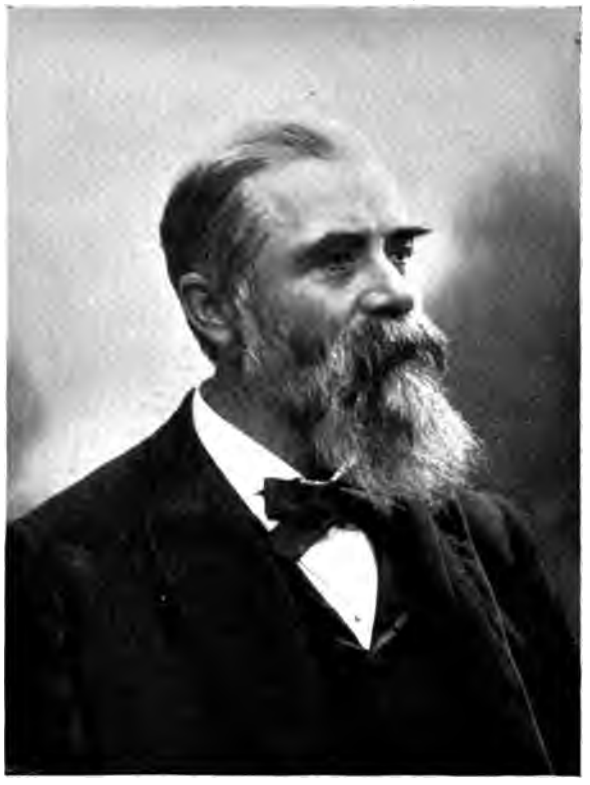
RUFUS S. FROST.

JUDGE MELLEN CHAMBERLAIN, former librarian of the Boston Public Library, was born at Pembroke, N. H., June 4, 1821, and graduated at Dartmouth College in 1844. After teaching several years in Brattleboro, Vt., he entered the Dane Law School at Cambridge, where he received the degree of LL. B., and in 1849 he began the study of law in Boston. The same year he took up his residence in Chelsea, where he still makes his home. He has served the city in several capacities. In 1858 and 1859 he was representative in the General Court and member of the Special Committee on the Revision of the Statutes. In 1863 and 1864 he was in the State Senate, and in the latter year was chairman of the Judiciary Committee. From 1866 to 1878 he was a judge, and during part of that period, chief justice of the Municipal Court of the city of Boston, to which he brought erudition and judicial capacity. In August, 1878, he was elected librarian-in-chief of the Boston Public Library. His familiarity with books and literature and executive ability enabled him to discharge with credit the responsible duties of that office, until, by reason of ill-health, he retired, Oct. 1, 1890. The professional and public duties of Judge Chamberlain left him little time for other work; but after coming to the Public Library, frequent demands were made upon him for various papers which have been published, and have evinced research, learning, originality and critical acuteness, while proving that in the field of New England history he has few living superiors.

MELLEN CHAMBERLAIN.

Among his printed papers are: "History of Winnisimmet, Rumney Marsh and Pullen Point" (1880); "Daniel Webster as an Orator" (1882); "John Adams, the Statesman of the Revolution" (1884); "Samuel Maverick's Palisade House of 1630" (1885); "The Authentication of the Declaration of Independence" (1881); "Address at the Dedication of Wilson Hall" (Dartmouth College Library, 1885); "Notes to Sewall's Letter-book" (1886); "The History of the United States: A Review of McMasters' History" (1886); "Landscape in Life and Poetry" (1886); "Remarks at the Dedication of the Statue of Daniel Webster, at Concord, N. H." (1886); "Address at the Dedication of the Brooks Library Building, at Brattleboro, Vt." (1887); "Constitutional Relations of the American Colonies to the English Government at the Commencement of the Revolution" (1887); "The Revolution Impending: with a Critical Essay" (1888); "Josiah Quincy, the Great Mayor" (1889); "Remarks on the New Historical School" (1890); "Governor Winthrop's Estate, 1638–1639" (1891) and "The Genesis of the Massachusetts Town and Town Government" (1892). Judge Chamberlain is a corresponding member of the Royal Society of Northern Antiquaries at Copenhagen, Denmark, and of the New Hampshire, New York, Pennsylvania and Massachusetts historical societies. In 1885 he received the degree of LL. D. from Dartmouth. He is a Fellow of the American Academy of Arts and Sciences.

THOMAS MARTIN is closely identified with the progress and development of the elastic fabric industry in the United States, and is to-day the head of one of the largest manufacturing houses in this country. In England he served an apprenticeship of over five years, being among the pioneers in the elastic fabric business at a time when vulcanized rubber was not generally used. When twenty-three years of age he was engaged by an American syndicate to manage an elastic web mill at Easthampton, Mass., which was then the only one in the country. Three years later he came to Chelsea as the manager of a larger mill, remaining in that position nine years, and relinquishing it to engage in business for himself. The new firm took the name of T. Martin & Brother, and employed twelve hands. The business rapidly increased. To-day the firm, which is now incorporated, occupies five mills in Chelsea, one in Mansfield, Ohio, and another in Canada. In Chelsea over three hundred and fifty hands are employed, and the pay-roll of the operatives exceeds one hundred and fifty thousand dollars per annum. Mr. Martin is also president of the Chelsea Wire Fabric Company, which manufactures general mechanical goods; he is president of the First National Bank of Chelsea; is the president, and was one of the founders, of the Provident Co-operative Bank, which has now invested over two hundred thousand dollars; is a trustee of the Chelsea Savings Bank, vice-president of the Frost Hospital and a trustee of Bates College, Lewiston, Me. Mr. Martin was councilman in 1879–80, alderman in 1881–82, and representative to the lower branch of the Massachusetts Legislature in 1883, declining a renomination on account of failing health and his wife's death, and going abroad, travelling through England and the continent. Mr. Martin was born in Leicestershire, England, in 1839, being the eldest of twelve children. He had the advantage only of the common school, and before he was twelve years old went to work; but his desire for education and advancement was so strong that while tending his loom he also studied his arithmetic. He married in 1860, and of the union three children were born, two of whom are now living. In the summer of 1885 Mr. Martin erected in Chelsea the Horace Memorial Hall, in memory of his eldest son, Horace Binney, who had died the previous spring in his twenty-first year. Later the building was deeded to the trustees of the Horace Memorial Free Baptist Church Society as a place of worship. The church was organized through the help of Mr. Martin, and now numbers over ninety church members and one hundred and seventy-five in the Sunday school. Two years ago, when the church attendance had outgrown the size of the building and it became necessary to enlarge it, Mr. Martin generously duplicated the amount raised by the church society for the purpose. In 1884 Mr. Martin married Miss Frances Jarrett, of Lincoln, England, a very accomplished lady, and one who carried off first honors on her graduation from Queen's College.



THOMAS MARTIN.

THOMAS STRAHAN is the proprietor of the only wall-paper factory in the New England States, and the works enjoy the enviable distinction of producing some of the finest and most artistic wall-paper decorations in the United States. The products of his skill find a ready market in every important city of the Union. Mr. Strahan was born near Stirling, Scotland, on May 10, 1847, being the son of Thomas and Jean (Gordon) Strahan. His early education was obtained in the public schools of Arlington, Mass., and afterward he attended the Cotting Academy in Arlington, and Phillips Exeter Academy, graduating from both institutions with honors. He took a collegiate course, intending to study for the ministry, but by mere accident these intentions were abandoned, and at the age of nineteen he commenced an active business life, — first in a small way as a dealer in wall paper on Cornhill in Boston. His business, however, rapidly increased, and he removed to Horticultural Hall building, and subsequently to a still larger and more commodious store at the corner of Washington and Franklin streets. Although meeting with great success in his business career, he was not satisfied merely to buy and sell goods, but commenced manufacturing wall paper, and now has an extensive factory in Chelsea. His Boston office is in Ticknor House, No. 9 Park Street. He has been granted valuable patents, both in the United States and Great Britain, on new and novel processes for the blending of colors in the manufacturing of his goods, and also for converting cotton materials and jute fabrics, making them appear like silk damask, and having all the value for wall hangings of the genuine silk fabrics. While still carrying on a large and successful business Mr. Strahan has found time to engage in social and political affairs. He is a prominent Mason and Odd Fellow, and is a member of a large number of social and fraternal societies, and he has been at the head of the various organizations with which he has been connected. In politics he is a stanch Republican, and has been many times honored by his party. In 1879 Mr. Strahan was elected to the Common Council of Chelsea, and was re-elected successively three years, the last two years of which he was president of that body. In 1883 he was elected mayor, and the year following was re-elected. He has also ably represented his district in the State Legislature. Mr. Strahan has been chairman of the School Committee, a trustee of the public library, and is now and has been for many years a trustee of the Chelsea Savings Bank. On Nov. 28, 1867, Mr. Strahan was married in Chelsea to Esther, daughter of John T. and Esther Lawrence, and of this union were six children, two of whom are living, Florence Esther and Alice Pauline. Mr. Strahan has long been noted as a genial host, and his beautiful and artistic residence on the summit of Mount Bellingham, overlooking miles of city and country, ocean and river, has been the scene of many distinguished social gatherings. In the social life of Chelsea Mr. Strahan is one of the prominent figures.

THOMAS STRAHAN.

CHARLES A. CAMPBELL is the senior member of the firm of C. A. Campbell & Co., one of the largest coal concerns in the State. The wharves of the company in Chelsea are considered as being the best equipped of any in New England, and more coal is handled annually by them than at the wharf of any other dealer in the Commonwealth. Mr. Campbell is largely interested in shipping, and is treasurer and general manager of the Boston Lighter Company. He is also first vice-president of the County Savings Bank, and a director in the Winnisimmet Company and the First National Bank. Mr. Campbell was born in Boston, Nov. 6, 1837, and when two years of age his parents removed to Chelsea. He attended the Chelsea public schools, graduated from the high school and then went West, where he remained four years, engaging in the lumber business in Chicago. Returning to Chelsea, he began in the coal business with his father at the same wharf now occupied by him, on July 1, 1859. Mr. Campbell was married on Jan. 1, 1861, to Miss Lavinia Hutchinson, and to them two children have been born, — Alice, now the wife of Judge Albert Bosson, and Jeremiah, who is now in business with his father. Early in 1862, a public meeting was held in City Hall for the purpose of considering war measures, and before the meeting was over Mr. Campbell became one of a number that volunteered to raise a company in Chelsea to send to the front. The ranks were filled with young men from the best families of the city. Mr. Campbell enlisted for three years as a private, and in July, 1862, the newly-organized body became Company G, Fortieth Regiment. He served in the Army of the Potomac, in the Department of the South, and took part in many skirmishes and engagements, including the capture of Charleston Harbor and the fall of Fort Wagner. He rose to sergeant, regimental quartermaster sergeant, and was commissioned lieutenant. In the spring of 1864 he was taken seriously ill and was obliged to return North. On the recovery of his health he was commissioned by Govenor John A. Andrew captain for the recruiting service. He is now a member of the Military Order of the Loyal Legion, and of Theodore Winthrop Post 35, Grand Army of the Republic, of Chelsea. Ever since the organization of the Republican party, Mr. Campbell has been one of its ardent supporters, and to the several offices he has held he has been elected as a Republican. He was councilman from 1868 to 1872, alderman in 1873 and 1875, and in 1883 was elected to the State Senate from a district that had previously been Democratic. Mr. Campbell is now one of the trustees of the Fitz Public Library. In all that pertains to the welfare of Chelsea, he is much interested and very active. Mr. Campbell has been president of the Review Club, and has always taken a prominent part in the affairs of this social institution. He is a member of Robert Lash Lodge of Masons, and of Winnisimmet Lodge of Odd Fellows. His successful business career, his public services and his honorable war record render Mr. Campbell one of the conspicuous figures in the city.

CHARLES A. CAMPBELL.

DR. WILLIAM CLARK CUTLER, the leading practitioner of medicine and surgery in Chelsea, has been for twenty-six years a familiar figure on the streets of the city and in the homes of the people. The ancestors of Dr. Cutler came from England in 1637 and settled near Boston. Manasseh Cutler, LL. D., M. D., was one of the organizers of the old Ohio Company in 1786. Rev. A. P. Peabody, D. D., of Cambridge, Mass., has written of him: "For diversity of good gifts, for their efficient use, and for the variety of modes of valuable service to his country and to mankind, I doubt whether Manasseh Cutler has his equal in American history." The grandfather of Dr. Cutler, Hon. Elihu Cutler, of Holliston, Mass., was a member of the Constitutional Convention of 1820, a representative in 1827, and State senator in 1831 to 1835. His father, Simeon Newton Cutler, a large mill-owner in Holliston and Ashland, was for many years in political office. He was elected to the State Legislature and Constitutional Convention in 1853. Dr. Cutler was born in Holliston, Mass., May 17, 1837. His preliminary education was received in the Ashland High School and Mt. Hollis Seminary, Holliston. He graduated from the old Laight Street Medical College in New York in 1859, and began practice in Upton, Mass., in 1860. In 1866 he removed to Chelsea. He is a member of the American Institute of Homœopathy, the Massachusetts and Boston Homœopathic Medical societies, vice-president of the Medical Board of the Rufus S. Frost General Hospital; a director in the Winnisimmet National Bank, and a trustee of the County Savings Bank. He was one of the founders of the Review Club, and its president in 1875. In Freemasonry he has attained the thirty-second degree. In politics he is an old-line Democrat. He has always declined to accept political office. In 1871, when the great small-pox epidemic was spreading over the country, Dr. Cutler began the propagation of bovine vaccine virus. This new departure was marked with gratifying success and has given the doctor a national reputation, making his name, in connection with the New England Vaccine Company, known to the medical profession throughout the world. In 1883 he visited the extreme southern coast of Florida, a section then comparatively unknown. So favorably was he impressed with this locality that he made purchases of land and founded the town of Cutler on the coast of Biscayne Bay. He has a large plantation of tropical fruits, also a steam starch factory. In 1889 he was commissioned by a syndicate of Boston capitalists to investigate and report upon a large iron and coal property in Kentucky, as a result of which there is to-day the new and thriving manufacturing city of Grand Rivers, Ky., with its millions of invested capital and a population of several thousands. The doctor's chief recreation is in the saddle. Genial, kind-hearted and generous, he is beloved by a large circle of patients and friends. In each of the widely differing fields of medicine and of business affairs Dr. Cutler has achieved a pronounced success.

WILLIAM C. CUTLER.

GEORGE W. MOSES is president of the First Ward National Bank in East Boston, and his rise to this position has been the result of his own faithfulness, energy, business and financial ability. Colonel Moses was born in Boston, May 16, 1852, and in that city's schools he obtained his earlier education. When he was twelve years of age he moved with his parents to Chelsea, where he has ever since continued to make his home. He attended the Chelsea public schools, graduated from the grammar school when fifteen years of age, and immediately went to work as messenger boy for the Western Union Telegraph Company, their office at that time being located in the old post-office building. After six months he was taken into the post-office as clerk, and from that position he rose to the head clerkship. He held that position for four years. In 1872 he became a bookkeeper in the First National Bank of Chelsea, and here he was promoted successively to the positions of head book-keeper, teller, and assistant cashier. In 1881 he was called to the position of cashier of the First Ward National Bank in East Boston, and on the death of the bank's president, Mr. S. H. Whidden, which occurred in June, 1892, Mr. Moses was unanimously elected president. Mr. Moses is vice-president and one of the investing committee of the County Savings Bank of Chelsea, president both of the Pennock Electric Light and Railway Company of Massachusetts, and of the Chelsea Real Estate Association. The latter is a company of one hundred of the leading business men, formed for the purpose of buying and developing real estate in Chelsea. Mr. Moses holds many important positions in Chelsea business circles. Since 1882 he has been treasurer and managing director of the Chelsea Gas Light Company, and since 1883 has been the treasurer and a director of the Winnisimmet Company, proprietors of the Chelsea ferry. In 1885 he was elected by the Chelsea City Council as one of the sinking fund commissioners, and twice since then he has been re-elected. This is the only elective public office he has held. His inclinations are not in that direction, although for ten years he served on the Republican City Committee, and labored most diligently for the success of that party. In 1889 Mr. Moses received an appointment on the staff of Governor J. Q. A. Brackett as assistant quartermaster-general, with the rank of colonel, being the first man in Chelsea to be thus honored during the past half century. The following year, when the Governor Brackett Staff Association was formed, Colonel Moses was elected secretary, and still continues as such. For twenty years Colonel Moses has been a member of the Review Club, Chelsea's largest social organization, and has served five years as one of its directors, and one year as its president. He is a member of the Masonic fraternity and of the Royal Arcanum. In 1876 Colonel Moses married Miss Susie A. Ricker, of Chelsea, and to them three children have been born. In promoting the development of Chelsea's resources Colonel Moses has been for many years a prominent and leading factor.

GEORGE W. MOSES.

JUDGE ALBERT D. BOSSON enjoys the double distinction of being the only Democratic mayor Chelsea has ever had, and of being the only Democratic judge to preside over the police court. His election to the mayoralty in the fall of 1890 marked a new era in the city. He brought to the position great financial and executive ability, and with his administration is linked the honor and credit of refunding the city debt, reducing the total face debt from $1,600,000 to $800,000. At the close of his term he was tendered a renomination, but declined it on account of his private business demanding more of his time. In July, 1892, he was appointed justice of the police court of Chelsea by Governor William E. Russell, the appointment being a deserved promotion from special justice of the court, to which position he was appointed by Governor John D. Long in December, 1882. Judge Bosson is trustee of a number of estates, including that of the late Isaac Stebbins, the largest in the city, and which, after the death of the present beneficiaries, will become the property of the city. Judge Bosson is the president of the County Savings Bank, was one of the originators of the Provident Co-operative Bank, is vice-president of the Winnisimmet National Bank, treasurer of the Gloucester Street Railway Company, and a director in several other corporations. Judge Bosson is the son of George C. and Jennie Hood Bosson, and the grandson of Jonathan D. Bosson, who were for many years prominent residents of Chelsea, where Judge Bosson was born, Nov. 8, 1853. His grandfather served in the war of 1812, while his four great-grandfathers were soldiers in the Revolution, of whom two fought in the battle of Bunker Hill; his ancestor, Captain Samuel Flint, was killed at Stillwater, and his great-grandfather, Warwick Palfrey, was the first collector of the port of Salem, under the Continental Congress. Judge Bosson attended the Chelsea public schools, graduated from the high school in 1869, spent two years at Phillips (Exeter) Academy and the Brown University Grammar School at Providence, and then entered Brown University, graduating therefrom in the class of 1875. He read law in the office of Brooks, Ball & Story in Boston, and at the Boston University Law School, and on Feb. 18, 1878, was admitted to the bar. In May, 1887, he married Miss Alice L., daughter of Hon. C. A. Campbell, and to them one child has been born. Judge Bosson has travelled extensively and spent much time abroad. He is a member of the New England Historic Genealogical Society, and president of the Review Club, the principal social club of the city. Judge Bosson was originally a Republican, but in 1884 he became one of the famous Committee of One Hundred which opposed the candidacy of Mr. Blaine in that year, and his convictions have since led him to advocate the principles of the Democratic party. As lawyer, mayor, judge and financier, no man in Chelsea is more highly esteemed by all classes in the community, and by men of all parties, than Judge Bosson.

ALBERT D. BOSSON.

ELMER L. FRENCH is the junior member of the firm of French Brothers, grocers and provision dealers, and is one who has done much toward the development of high-speed sailing vessels. He is owner in some of the fastest pilot boats in Eastern waters. Mr. French was born, Oct. 11, 1858, in Glover, Vt., on the farm which was cleared by his great-grandfather in the middle of the last century, and which has since remained in the possession of the family. His great-grandfather fought in the French and Indian wars, and participated in many engagements on Vermont soil. His boyhood was passed on the farm, and attending the district school in the winter. When twenty years of age he left the farm and procured a situation in the provision store of his uncle, Mr. Z. H. French, on Hanover Street, Boston. After he had been in the store four years his uncle was killed in a railroad accident. A partnership was formed between Mr. French and an older brother, Mr. Byron L. French, and they succeeded to the business. To-day they are the proprietors of what is probably the largest retail provision business in Boston. Their store is located at Nos. 390, 392 and 394 Hanover Street. The firm supplies many of the lines of steamers plying between Boston and London, Liverpool, Antwerp, and the Provinces. Mr. French is a member of the Chamber of Commerce and the Fruit and Produce Exchange of Boston. Mr. French is largely interested in shipping and ship-building, being the owner in fourteen different vessels, including the pilot boats "Hesperus," "Sylph" and "Friend," all of which are among the fastest and best modelled boats in Massachusetts Bay. The four-masted schooner "Elvira J. French," fifteen hundred tons' burden, is named in honor of his mother. Mr. French married Miss Edna F. Simmons, of Southbridge, Mass., in 1875, and the same year made his home in Chelsea, where he continues to reside. In politics he is a Republican. As such he was elected to the Common Council in 1884 and 1885. He was a member of the Board of Aldermen in 1886, 1887 and 1888. While a member of the latter body he was chairman of the Committee on Public Property, and under his direction the Broadway engine house and the Bloomingdale school-house were built, while the Shurtleff, Shawmut and Cary school-houses were entirely renovated and rebuilt. Mr. French is a prominent member of the Review Club. In Freemasonry he is an enthusiast. He is a member of Robert Lash Lodge, F. and A. M., of which he was for two years worshipful master. He is also a member of Naphtali Council; Shekinah Chapter of the Royal Arch Masons, and Palestine Commandery, Knights Templar of Chelsea; Lafayette Lodge of Perfection; Mt. Olivet Chapter of Rose Croix; Giles F. Yates Council, Princes of Jerusalem; Massachusetts Consistory, and Aleppo Temple of the Mystic Shrine of Boston. He is a member of Massachusetts Lodge of Odd Fellows and of the Royal Arcanum. With his business associates of Boston Mr. French is as popular as he is in the social life of Chelsea.

ELMER L. FRENCH.

COLONEL JOHN HENRY CUNNINGHAM is president and treasurer of the J. H. Cunningham Iron Company, one of the leading iron manufacturing companies in Massachusetts. The business was founded in 1852 by Thomas Cunningham, and in 1873 the firm became Thomas Cunningham & Son by the admission to partnership of John H. Cunningham, the latter succeeding to the sole control of the business at the death of his father in 1882. Last year the firm was incorporated under its present style. Wrought-iron pipes and fittings for steam, gas and water, together with several patent valves and radiators, constitute the firm's specialties. In Boston business circles Colonel Cunningham has often been called to positions of honor and responsibility, filling them with credit and ability. He is an active member of the Master Builders' Association, the Master Plumbers' Association and the Massachusetts Street Railway Association. Colonel Cunningham has done and is still doing much to develop the South. He is vice-president of the Lone Star Iron Company, the largest iron manufacturing concern in Texas, and is interested in several street railways in Texan cities. His investments in Massachusetts are also extensive. He is president of the Plymouth & Kingston Street Railway, vice-president of the Gloucester Street Railway, vice-president of the Boston Construction Company, and is a large stockholder and director in the Worcester, Leicester & Spencer Street Railways, the New Haven & West Haven Street Railway, the Haverhill & Amesbury Street Railway and the Black Rock & Salisbury Street Railway companies. Colonel Cunningham was born in Boston, March 9, 1851, and attended the public schools. Twenty years ago he moved to Chelsea, and has since been prominently identified with the city's public, business and social life. He has served in the city government. He founded the Winnisimmet National Bank, and is its president. He was one of the incorporators of the County Savings Bank, and is now a member of its Committee on Investments. He is the largest stockholder in and a director of the Winnisimmet Ferry Company, and a director of the Lynn & Boston Railroad. His appointment two years ago, and reappointment one year later, on the staff of Governor Russell, as assistant adjutant-general, with the rank of colonel, testify to his high and popular standing in social circles. Colonel Cunningham is a thirty-second degree Mason, and is a member of the highest Chelsea Masonic lodges. He has been a member of the Most Worshipful Grand Lodge of Massachusetts, and for two years was deputy senior grand warden of the third Masonic district. He is president of the Chelsea Democratic Club, a member of the Young Men's Democratic Club of Massachusetts, of the Boston Athletic Association and the Review Club of Chelsea. His military career extends over eleven years, nine being passed in the Fifth Regiment, and two upon the governor's staff. In April, 1873, Colonel Cunningham was married to Miss Francis E. Prouty, of Cohasset, and to them three children have been born, two of whom, John H., Jr., and Sara M., are living.

JOHN H. CUNNINGHAM.

EVER since attaining his majority, Hon. Arthur B. Champlin has been in public office, rising from councilman, in his native city of Chelsea, to State senator, and becoming one of the best-known young Republicans in Massachusetts. Mr. Champlin is publisher of the Chelsea *Gazette*, but is best known through the acts of his public life. His political career opened in 1878, when he was elected to the Common Council, and immediately took an active part in municipal matters. For six consecutive years he was returned to the Council, and during his last two years in that body was its president, being the youngest man recorded to occupy that position. In the fall of 1887 Mr. Champlin was elected a representative to the Legislature, serving during his first term on the Committee on Street Railways. The following year he was returned, and served on the Committee on Towns, serving as clerk both terms. In 1888 he was elected mayor of Chelsea, being then the youngest man but one who had ever held that office. He was re-elected the next year. During his administration the city was vigorously improved, electric lights were introduced throughout the city, miles of sewer and water pipe and brick sidewalks were laid, the police and fire departments were reorganized, and, withal, the tax rate was lowered. While mayor he was nominated and elected senator, taking his seat when the Senate was equally divided politically. He was made chairman of the Committee on Liquor Law and a member of the committees on Public Charitable Institutions and Public Service. On being again elected to the Senate, he became chairman of the committees on Liquor Law and Taxation and a member of the Committee on Constitutional Amendments. During his two terms in the Senate he displayed great activity on the floor of that chamber as well as in committee work. While he was mayor of Chelsea he was the only Massachusetts mayor to indicate Chicago as his preference for the location of the World's Fair. In 1892 he was appointed on the Senate Committee to attend the dedication of the fair at Chicago. Mr. Champlin was born Feb. 7, 1858, and until he was sixteen years of age attended the Chelsea public schools. At that age his newspaper career commenced, with his employment on the Boston *Globe* as a district reporter. Two years later the Chelsea *Record* was established, and Mr. Champlin, then not out of his teens, was made manager. He successfully built up the paper and continued manager until 1886, when he started a paper of his own, the Chelsea *Gazette*, which he still publishes. Mr. Champlin is a member of many fraternal societies. He is a member of all Masonic branches in Chelsea; of the Odd Fellows; of the Knights of Pythias; of the Improved Order of Red Men, and is connected with several social clubs. He is a trustee of the Walnut Street Methodist Church, and has been identified with the Young Men's Christian Association since its foundation. Mr. Champlin is unmarried. With such a record of active usefulness as he has made, Mr. Champlin's friends anticipate for him still higher honors in the future.

ARTHUR B. CHAMPLIN.

HAVERHILL, with its fine residences resting upon an amphitheatre of hills, and its mercantile buildings and manufactories stretched along the bank of the Merrimack, is one of the busiest and most prosperous cities in the State. It is indeed an ancient town, having been settled by the English in 1640, and was made a city in 1870. Few of its old buildings are now standing, but many historical spots are marked with monuments, stone and board, and are full of interest. Its two hundred and fiftieth anniversary was celebrated July 2, 1890. Many of the descendants of the old families are still active in the life of Haverhill, and the nature of her industries has attracted many of the best young men and women from other States. In very recent years, however, the present population of thirty thousand people has grown more mixed, as in all manufacturing places. It has raised up sons and daughters prominent in all walks of life, foremost among whom is the late John G. Whittier, the great poet of Freedom.

In public buildings, Haverhill can boast of one of the best city halls in New England, and of an excellent public library well equipped in all branches, while the Old Ladies' Home, City Hospital and Children's Home are models of their kind. The twenty-five churches are well attended, and testify to the character of the people. There are many fine school-houses, some of which are of recent origin. The school system is equal to any in New England. The natural location of Haverhill and its exceptionally fine stores make it a centre of trade for many surrounding towns, and the recent entrance of the Haverhill, Merrimack & Amesbury Electric Road has brought an increased patronage. The local Haverhill & Groveland Street Railway is now changing to electric equipment, and the two roads will give a still greater boom to the building of more homes, though the city has expanded very rapidly during the past few years. Its future is therefore full of promise.

The banking facilities are very large, with plenty of capital in the five national banks, three savings banks, two co-operative banks, and one loan and trust company. The recent purchase by the city of the aqueduct which gives a water supply at an expense of $637,500, will prove to be a safe investment, and with the same conservative policy which has been pursued by its owners in the past, will within twenty years wipe out the debt, and put the city in possession of an aqueduct, which in all its appointments and purity of water supply is unexcelled in this country.

The statistics of Haverhill's manufacturing industry in the census of 1890 gives the following: Number of establishments, 722; number of industries, 64; capital invested, $7,925,810; hands employed, 14,988; wages paid, $6,815,474; cost of material used, $13,561,592, and value of product, $25,340,361. The product of the hat industry, contemporary in age with the shoe industry, both having been started as early as 1795, is over $1,000,000 each year. The other varied industries share $7,000,000 of the above-named product, while the shoe industry will claim a division of over $15,000,000 annually. It is chiefly to the shoe business that Haverhill owes her growth, wealth and prosperity.

The conflagration of Feb. 17, 1882, destroyed the old factories, and the large area known as the shoe district is now covered with new and substantial brick buildings that are increasing in number each year. In all of them may be found the latest improvements in machinery, and a large number of the best skilled workmen. The reputation of Haverhill for fine goods is now established in the trade, and large orders are daily received from all parts of the world. Haverhill's contribution of $5,600, towards the erection of the Shoe and Leather Trade Building at the World's Fair, demonstrated her interest in that project, and it is safe to predict that the Haverhill shoe exhibit will sustain her well-earned prestige.

MAYOR OLIVER TAYLOR is one of the best-known and most successful business men in the Queen City of the Merrimack, Haverhill. He was born in Atkinson, N. H., in the year 1827, and is the son of Oliver and Lettice Taylor. He was educated in the common schools, and at the academy of his native town. Upon the completion of his school career he engaged in farming, which pursuit he followed until the year 1852, when he moved to Haverhill, and at once decided to learn the grocery business. He accepted the position of clerk in the grocery store of Currier & Taylor, where he faithfully performed his work until engaged by John Davis in a similar position in the same business. After having acquired a thorough knowledge of all the details of the work, he entered into a partnership with Ebenezer Webster, under the firm name of Webster & Taylor, which firm continued to do a successful business for several years. The partnership was then dissolved, and Mr. Taylor went into the clothing business with his brother, Levi Taylor, a former honored mayor of Haverhill. They built up a large trade, and the firm continued as Oliver and Levi Taylor, partners, until Martin Taylor was taken in as a member of the firm, when the name was changed, and is now styled, "The Three Taylors." It is one of the largest and most reliable business houses in Essex County. In addition, Mr. Taylor has been a member of the firm of Taylor, Goodwin & Co., the largest coal and lumber dealers in Haverhill. He is also a large real estate owner, and consequently a heavy tax payer. Mr. Taylor's marked business qualities were soon recognized by his associates, and he has been called to serve in many responsible positions, among which are the following: President and director in the Essex National Bank, and director in the Citizens' Coöperative Bank and Pentucket Savings Bank, all of which are doing a good business, and are among the best banking institutions of the city. He is also director in the Merrimack Valley Steamboat Company, and in the Amesbury Carriage Company. Mr. Taylor married Mary E. Fellows, daughter of Samuel Fellows, and they have one daughter, Edith. Mr. Taylor is a stanch Republican in politics, and has seen something of public life. He has been a member of the Board of Overseers of the Poor for the past twenty-nine years, and has been a careful and valuable official in the department. He was elected a member of the Board of Aldermen in the year 1873. In 1876 he was chosen to represent his district in the lower branch of the State Legislature, and was assigned to several important committees, being made chairman of the State House Committee. He proved to be a good legislator, and his record was such as met the general approval of his constituents, who honored him with a re-election the following year. He then retired from politics until the present year, when he became a candidate for the mayoralty in mass caucus, and received the nomination by a large majority. The contest which followed was sharply fought, but Mr. Taylor was elected.

OLIVER TAYLOR.

WILLIAM H. MOODY, a well-known lawyer of Haverhill, is a native of Newbury, Mass., having been born in that town on the twenty-third day of December, in the year 1853. His early education was obtained in the public schools of Salem, where his early boyhood was spent. He is the son of Henry L. and Melisha A. Moody. His father then moved his family to Danvers, Mass., where his son took a course of study in the Danvers High School, and then decided to fit himself for college. With this in mind, he naturally sought one of the leading preparatory schools in this section of the State, in the well-known institution, Phillips Academy, Andover. Upon completion of the course there, he entered Harvard College, from which university he graduated in the year 1876. The bent of his mind was toward the legal profession, and he entered upon the study of law in the office of the late Richard H. Dana, of Boston, continuing his studies until April, 1878, when, upon passing a successful examination, he was admitted to the bar. He had in the year 1874 taken up a legal residence in Haverhill, and at once decided to open an office in the city of his adoption. He therefore made arrangements to enter into a law partnership with E. N. Hill, under the firm name of Hill & Moody. This firm continued to do business for the period of two years, when Mr. Hill decided to seek another city, and the partnership was dissolved. Mr. Moody then associated himself for one year with the late Joseph K. Jennen, under the firm name of Jennen & Moody, their business relations being severed by the death of Mr. Jennen, whose memory is still dear to the citizens of Haverhill. For a time following the decease of Mr. Jennen Mr. Moody was alone until his present law partner, Horace E. Bartlett, assumed an interest, and the firm has since continued under the name of Moody & Bartlett. Mr. Moody has served one term of three years as a member of the Haverhill School Board. He was elected to the position of city solictor during the year 1888, and was re-elected to continue in office the following year of 1889. Mr. Moody is a Republican in politics. His careful administration of the duties connected with the office within the gift of his own municipality served to attract the attention of those interested in county affairs, and he was made a candidate for the position of district attorney of Essex County, and was elected upon the Republican ticket by a handsome majority in the fall of 1889. The appreciation of his work is seen in the fact that he has since continued to hold the office. Mr. Moody is a member of the Order of Elks, and was the first exalted ruler of the order in Haverhill. He is also a member of the Masonic fraternity. Mr. Moody possesses rare common-sense, and, being endowed with ability and great capacity for work, may well anticipate many years of honor and usefulness. His high standing at the Massachusetts bar, his legal attainments and his many fine qualities conspire to render him one of the most prominent figures in the official life of the city of his adoption.

WILLIAM H. MOODY.

JOHN A. GALE, formerly a leading shoe manufacturer, but of late engaged in the banking business, was born in Newton, N. H., Nov. 24, 1848. His primary education was received in the public schools of Newton and the higher branches were pursued at Kingston Academy, Kingston, N. H. He took up his residence in Haverhill in the year 1869, and at once entered into the shoe business under the firm name of Gale & Currier. This partnership was soon dissolved by the death of Mr. Currier. Mr. Gale then associated himself with Charles N. Hoyt for three years, at the expiration of which time he conducted business for himself until 1889. His accumulation of a large property during these years marked out for him a successful financial career, which he is now following as one of the leading bankers in this section of the Commonwealth. He married, in 1870, Mary A. Simonds, and they have one daughter, Mabel J. Gale. Mr. Gale is a Democrat in politics. He first ran for office as an independent candidate for the Common Council, and was elected by the largest vote cast for any nominee on the city ticket for that year. He was re-elected to the same office the year following, being a member of the city government during the years 1877 and 1878. In 1879 he was elected as overseer of the poor, and remained in the position until the year 1892, during which time many reforms in this department of city affairs were instituted and expenses greatly reduced. Mr. Gale served two terms of three years each as a useful member of the Haverhill School Board. In the fall of 1890 he was nominated as one of the candidates to represent his district in the lower branch of the Massachusetts Legislature and was elected by a handsome plurality, a victory hardly to be expected in what had heretofore been regarded as a Republican district. He showed himself to be an able legislator, and was especially strong in the discussion of all financial questions. Through his efforts a charter was obtained for the Pentucket Savings Bank and the Haverhill Loan and Trust Company. He was unanimously renominated to serve in the same capacity the following year, but declined the honor. In 1886 Mr. Gale organized the Second National Bank of Haverhill, and has since continued as its president. From this time on he made a public financial record, of which one may well be proud, as will be seen from the responsible positions mentioned below which he now holds, in addition to the presidency of the Haverhill Second National Bank. He has been a member of the Investment Committee connected with the Pentucket Savings Bank, the Haverhill Loan and Trust Company and the Citizens' Coöperative Bank ever since their organization. In 1890 he was elected president of the Amesbury National Bank. In 1892 Mr. Gale, with others, organized the Somerville National Bank, of which he is vice-president. He is also one of the directors in the Haverhill and Groveland Street Railway. Mr. Gale is regarded as one of the ablest financiers in the Commonwealth.

JOHN A. GALE.

EDWARD G. FROTHINGHAM, a prominent resident of Haverhill, and son of Edward G. Frothingham, Sr., the editor of the Haverhill *Gazette* for twenty-six years, was born in Gloucester, Mass., and educated in the Haverhill schools. He studied at the Massachusetts College of Pharmacy, and later established himself, and continued in the drug business in Haverhill until 1885. He did much to raise the standard of pharmacy, serving as the first president of the Essex County Pharmaceutical Association, as well as officer and member of the city, State and national pharmaceutical associations, and trustee of the Massachusetts College of Pharmacy for several years. His interest in literary and educational matters was shown in his work as assistant editor of the Haverhill *Gazette* for several years, and as president of the Haverhill High School Alumni Association. During the late war he enlisted and served as hospital steward until its close. He first accepted public office in 1885, and was elected representative to the General Court, where he proved himself an able legislator, participating frequently in discussions upon the floor of the House and notably as champion of the famous Pharmacy Bill. He helped to secure its passage after it had been defeated in eight previous Legislatures. As an advocate of wise legislation for the workingmen he proved himself a conservative but true friend of the labor interests. He was handsomely re-elected the next year by a majority of seven hundred votes in a close district. He is a stanch Republican, striving to keep his party in sympathy with the industrial classes, and the wisdom of this course is now more generally recognized in the platforms adopted. Mr. Frothingham would doubtless have been returned for a third term, but was prevailed upon to enter the senatorial race in 1887, and received the support of thirty-six out of forty-two of the Haverhill delegates to the convention. Unfortunately, however, Newburyport at the lower end of the district had been unavoidably divided into two districts by the Senatorial Redistricting Committee of the previous Legislature, of which Mr. Frothingham was a member. He did not favor the division, but Newburyport attributed the change of boundary to him, and caused his defeat at the polls. Haverhill, however, gave him the unprecedented majority of nearly one thousand votes. As a vindication he was strongly urged to enter the mayoralty contest, but he preferred a rest from political excitement. Mr. Frothingham is a thirty-second degree Mason, an encampment Odd Fellow, and has been master workman of the Ancient Order of United Workmen. He is also a charter member of Major How Post, was its surgeon for sixteen years, and its historian upon the celebration of its twentieth anniversary. He has been Memorial Day orator for his own and other posts. He was chairman of the Republican City Committee for five consecutive years. In 1889 he was appointed by the president special examiner of drugs, medicines and chemicals, for the port of Boston and Charlestown.

EDWARD G. FROTHINGHAM.

BENJAMIN FRANKLIN BRICKETT, son of Franklin and Mehitable Dow (Bradley) Brickett, was born in Haverhill, Essex County, Mass., April 10, 1846. He belongs to one of the oldest and best-known families in Haverhill on both the paternal and maternal side, his ancestry upon the Brickett side embracing General Brickett of Revolutionary fame. His father, Franklin Brickett, was famous in his lifetime for his enterprise and courage in helping to build up and promote the best interests of Haverhill, and no man of his time did more than he for Haverhill, in the erection of substantial blocks and dwelling-houses. Benjamin F. was educated in the public schools of his native town, and fitted for college at the well-known institution, Phillips Exeter Academy. He entered Dartmouth College in 1863, and was graduated therefrom in the class of 1867. He chose the profession of the law, and began his preliminary studies in the office of D. & C. Saunders, in Lawrence. After being with them a year, he entered the Harvard Law School, completed the course there, and was admitted to the bar in 1869. He then taught the high school two years in Glendall, Ohio. He returned to Haverhill in 1872, and commenced the practice of his profession, in which he is still successfully engaged. On both the civil and criminal side of the court he has acquired the reputation of being a fearless, discreet and zealous advocate. He has attained considerable prominence as counsel in many of the noted criminal causes of Essex County, and he has acted as leading counsel successfully in a capital case of some note in New Hampshire. Mr. Brickett has been closely identified with the politics of city and State for some years, and is a stanch Democrat. He was chairman of the Democratic City Committee from 1882 to 1886, and from 1889 to 1892, inclusive; city solicitor of Haverhill, 1883, 1884 and 1885; a member of the School Committee from 1876 to 1882; a member of the State Senate from the fourth Essex senatorial district for the year 1891, and a delegate from his congressional district to the National Democratic Convention at Chicago, which nominated Cleveland and Stevenson. He was an active worker for the candidacy of Mr. Cleveland. Until Mr. Brickett took the chairmanship of the Democratic City Committee in 1889, the city of Haverhill had always been strongly Republican, but under his leadership it has become quite evenly balanced. His efforts in behalf of his party, and in defence of his principles and convictions have gained him prominence and distinction throughout the State. As a member of the State Senate in 1891, he was conspicuous for his very able work on the Judiciary Committee. He was also appointed chairman of the Joint Committee on Probate and Insolvency by a Republican president of the Senate. While he was an especial champion of all legislation intended to benefit the wage earner and farmer, he carefully guarded all the varied interests of the fourth Essex district, and won the admiration of his constituents. Mr. Brickett was married in Great Falls, N. H., in 1889, to E. Jennie Guptill.

BENJAMIN F. BRICKETT.

REV. GEORGE H. REED, pastor of the North Church in Haverhill, was born in Worcester, Mass., March 24, 1858. His father, Samuel G. Reed, who married Clara E. Harlan, of Shrewsbury, Mass., a lineal descendant of John Alden, was for fifty years a manufacturer of carriage wheels and an inventor of a tire heater now extensively used in heating carriage and locomotive tires with gas. His son George attended the Worcester schools until the age of sixteen, when he engaged in business for five years. He then renewed his interest in his studies, and prepared himself for his present calling in accordance with a most cherished desire of his father. He therefore entered Phillips Exeter Academy in the fall of 1879, and was graduated in the centennial class of 1883, of which he had the honor of being class orator. On account of the uncertain condition of his father's health, Mr. Reed deemed it wise to take his theological course at Bangor Seminary before entering upon his studies at Boston University. While at the university he accepted a unanimous call to become pastor of the Winslow Church, in Taunton, Mass., and was ordained and installed June 3, 1887. During his successful pastorate over this church Mr. Reed married Miss Nellie V. Deane, daughter of Dr. A. S. Deane, a prominent physician of that city. Mrs. Reed at once proved herself eminently fitted in every way for the delicate duties of a minister's wife. One daughter has been born to them, Margaret Reed. While in Taunton, he was elected trustee of Bristol Academy, president of the Society for the Prevention of Cruelty to Animals, president of the Board of Associated Charities, president of the Taunton Congregational Club, and for three years was scribe of the Taunton Conference of Congregational Churches. After four years of fruitful service as a beloved pastor in this field, a unanimous call was extended to him by the North Church of Haverhill to be its minister, and upon its acceptance he moved to Haverhill. He was installed Nov. 10, 1891, in his new field of labor, where his knowledge of men acquired in his business career together with his studious habits and pleasing address have eminently qualified him to meet the demands of one of the strongest churches outside of Boston in Eastern Massachusetts. The North Church employs a pastor's assistant, who, being a sensible and devoted woman, finds access to the hearts and homes of the young women employed in the large shoe shops. The Young Women's Reading Room, sustained by the church, attracts nearly five thousand visitors each year. Classes in book-keeping, type-writing, painting, elocution and singing enable young women to obtain more lucrative positions than they could otherwise command. One of the sewing societies connected with the church, the Bethany Association, is a chartered organization, whose charities amount to one thousand dollars each year. The large sewing-school and the ably-conducted Chinese Mission School indicate the vigor and practical spirit of this church under the guidance of its popular pastor.

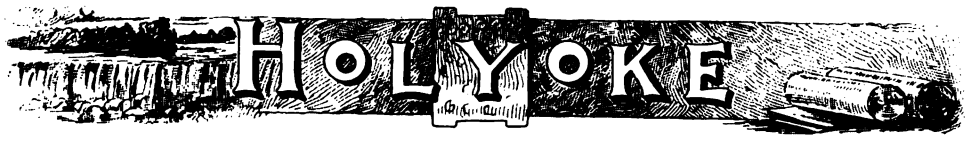
GEORGE H. REED.

J. OTIS WARDWELL, son of Zenas C. and Adriana S. Wardwell, was born in Lowell, Mass., March 14, 1856. His parents moved to Groveland in 1860. He was educated in the common schools, at the Georgetown High School, at the New London Academy and at the Boston University Law School, where he graduated with the degree of LL. B. in the class of 1879. He then studied law with Samuel J. Elder in Boston and with J. P. and B. B. Jones in Haverhill, and was admitted to the Essex bar in 1879. He then took up his residence in Haverhill and formed a law partnership with Henry N. Merrill, under the firm name of Merrill & Wardwell. This partnership continued until Dec. 1, 1891, when Mr. Wardwell retired from the firm and is now practising in Boston, with his office at No. 53 State Street, although residing in Haverhill. He has always taken an active interest in politics, and was elected a member of the Common Council in 1882. In 1887 he was elected to the lower branch of the Massachusetts Legislature as a Republican, and was honored with five consecutive terms in that body. Early in his first session he was prominent in debates, and at the close of the session was regarded as one of the leaders of the House. At the beginning of his second year he was recognized as the Republican leader upon the floor, which position he held during the remainder of his legislative service. He was twice a candidate for speaker of the House, and was defeated in the second contest by only two votes, after one of the hardest contests in the history of the Commonwealth. While a member of the Legislature he served upon the following committees: Elections (chairman), Probate and Insolvency, Mercantile Affairs (chairman), Judiciary, Rules (chairman), and was a member of the special committee to investigate the charges of corrupt use of money in the passage of the bill to incorporate the town of Beverly Farms. He was also chairman of a committee to investigate similar charges as to the bill for granting franchises to elevated railroads in Boston. Both these investigations attracted widespread attention, and Mr. Wardwell was highly complimented for the manner in which he presided over them. During his entire legislative service he was always prominent in debates upon all public questions, particularly those relating to the right of suffrage, such as the abolishment of the poll-tax qualification as a prerequisite to the right to vote. As a member of the "No Tax League," he joined with some of the most prominent Republicans in the State in asking for the amendment to the constitution in favor of the abolition as above stated. He always favored progressive temperance legislation and all legislation for protecting the ballot. He has not only been active in the Legislature, but upon the stump during the campaigns of the last six years, in which he was very prominent. For several years Mr. Wardwell has been an active member of the Republican State Committee, and served as assistant secretary two years and secretary three years. He has a wide acquaintance with contemporary public men and measures.

J. OTIS WARDWELL.

ALDEN P. JAQUES, one of the successful business men of Haverhill, is a native of Bowdoin, Me., where he was born, March 4, 1835. He is the eldest son of Stafford and Harriet Jaques. In 1858 he married Harriet, daughter of John Carr, of Bowdoin. She died in 1865. Mr. Jaques married, in 1871, Miss Marci L., daughter of Leonard R. Avery, of New Hampton, N. H. They have had one son, Walter H. Jaques. Mr. Jaques lived in Bowdoin and Richmond, Me., until 1859, when he took up his residence in Haverhill, and soon after formed a partnership with his brother-in-law, Randall A. Potter, in the shoe business, the name of the firm being Potter & Jaques. In 1870 Mr. Jaques, in company with John B. Nichols, purchased a building on Washington Street, and in it inaugurated an enterprise that has done more than any other to revolutionize the shoe industry in Haverhill, namely the application of steam power for making shoes. This movement was regarded at first as impracticable, but it was soon generally adopted. Mr. Jaques was also the first to succeed in making shoes in what is known as a string shop. In this he has been followed by others, until now nearly every manufacturer has adopted this method. Mr. Jaques continued in the shoe business until the great conflagration in February, 1882, when his factory and other buildings were totally destroyed. He afterwards had more substantial buildings erected, but retired at this time from the shoe business, and became engaged in real estate and other enterprises, with now and then a vacation for travel in all parts of his own country, and a trip abroad. His unquestioned integrity has been a large factor in his successful business career, as he never experienced any difficulty in obtaining large loans of money from banking institutions and private citizens. In addition to his large business interests Mr. Jaques has always found time to devote to the welfare of the city and State where he resides. His fellow-citizens, recognizing his talents and ability, have honored him by placing him in positions of trust and responsibility. Mr. Jaques has served two terms as a member of the Haverhill School Board. He is a Republican in politics, a loyal supporter of his party, and has done much personal work, besides contributing liberally to campaign funds. In 1885 and 1886 he was a member of the Board of Aldermen, and served on its important committees. In 1887 and 1888 Mr. Jaques represented his district in the lower branch of the Massachusetts Legislature, and in 1882 was elected to the Senate, where he was honored with a membership of the Joint Special Committee on County Affairs and Criminal Costs. He was also chairman of the State House Committee, chairman of the Woman Suffrage Committee, and a member of the Committee on Libraries. Mr. Jaques is a member of Haverhill Commandery, Knights Templar; Saggahen Lodge, Free and Accepted Masons, Mutual Relief Lodge, Independent Order of Odd Fellows, and of the North Church Society, and is active in all these organizations.

ALDEN P. JAQUES.




HOLYOKE, like Venice, is famous for her canals, or perhaps more properly for the many and immense concerns which have had their birth on account of them, and which have given to the city a world-wide reputation, and have raised her from an insignificant and almost unknown town, to the position of eighth city in the State, within a generation. Her growth has been phenomenal, similar in some respects to that of some Western cities, but vastly more stable. The city is yet young, still lacking three years of her majority, but she is alive to every issue and fully able to meet all of the requirements made upon her. In fact there are few cities more progressive than Holyoke, as her rapidly increasing population and valuation attest, and few Bay State municipalities have a brighter future.

Holyoke's history is a brief one. In the early years of the present century no such place appeared upon the map, although her progenitor, Ireland, a little colony of less than twenty families, was designated as early as 1745. The people were agriculturalists, and not even their most Utopian dreams pictured the handsome city of to-day. In 1825 the place was sparsely settled, and only two small mills were in operation; neither one representing the big industry of the present, which has given Holyoke her sobriquet of the "Paper City." Holyoke owes her existence to her water power, but it was not until 1831 that any attempt was made to utilize it. At that time the Hadley Falls Company built a wing dam, obliquely, into the river, to obtain power to run a cotton mill of four thousand spindles. This mill, with another small one, was the only manufacturing establishment there as late as 1847. It was in this year that the Holyoke of to-day really had its birth, for it was at this time that the water was measured and found to represent thirty thousand horse-power. Had a gold mine opened before the gaugers they could not have been more surprised or delighted, and the negotiations of several capitalists for a certain tract of land were quickly concluded.

In the following year a new company conceived the plan of damming the river, and at once purchased eleven hundred acres of territory; the work was begun and the great structure stood completed the morning of Nov. 19, 1848. The water was turned in, but the dam was not strong enough to resist the strain, and at two o'clock in the afternoon it gave way, and the waters swept on to the sea untrammelled. Nothing daunted, the promoters of the scheme again set to work, and a second and more lasting structure was completed in October, 1849, which was further strengthened some years later by the construction of a massive apron in front of it. The water is conducted through the city by three great canals, all being on different levels; the main water-course utilizing the second level canal as a race-way. All are well lined with mills.

Paper making is the great industry of the city, and represents an invested capital of about five million dollars, while the daily output represents one-twentieth part of the entire manufacture of the country. Other manufactures of importance are pumping machinery, wire goods and silk and woollen textiles, bringing the total capitalization in the city up to about twelve million dollars, while hundreds of cars of freight are monthly shipped to and from the busy place.

Holyoke was set off as a town March 14, 1850, and the bill to establish her as a city was signed by Governor Washburn twenty-three years later. The city's valuation has increased very rapidly, and so have her improvements, until to-day she stands well up with her sister municipalities in the onward march. She spends money freely but not extravagantly in permanent improvements, such as asphalt and granite block paving, and besides, supports excellent police and fire departments, and fine schools. The city has many elegant churches, business blocks and residences, and a system of electric street cars that is first class, while every portion of the town is well lighted by electricity or gas. The city also has one of the finest city halls in the State, and the veteran is remembered by a handsome monument. Among the important institutions are the Board of Trade and the public library, with fifteen thousand volumes, that have materially aided the growth of this young, but in many ways remarkable, city of inland Massachusetts.

JEREMIAH FRANCIS SULLIVAN, mayor of Holyoke, of whom a short life sketch is herewith given, claims the United States as a home by adoption. His residence here has extended over a period nearly covering his entire life. Mayor Sullivan was born in Dursey Island, County of Cork, Ireland, Feb. 14, 1840, his parents being Mortimer and Mary (Sullivan) Sullivan. For two or three years young Sullivan attended school in the Emerald Isle, but in 1849, when only nine years old, he came to this country and has since been loyal to the stars and stripes. During his long residence in this country, with the exception of a few months spent at Providence, R. I., he has lived in Holyoke, the city which has often honored him, and to which he has brought honor. Upon arriving in Holyoke he went to school and passed his time with his books until he was thirteen years old, when he was compelled to give up his schooling and go to work. He worked in a cotton mill until he reached the age of sixteen, when he went into the meat and provision business, in the employ of James F. Allyn, for whom he worked nine years, or until Mr. Allyn took him into partnership. This partnership existed for nineteen years, when Mr. Allyn retired from business, and he has since conducted it alone, increasing it to very prosperous proportions. In his political belief Mayor Sullivan is a true-blue Democrat, and has been exalted to several positions of honor and power by the party to which he belongs. His official life began in 1874, when he was elected overseer of the poor, which position he held for two years. He gave up the place in 1876, when he was elected an assessor. To the latter office he was elected for five consecutive terms of three years each, being chairman of the board for the last eight years of his incumbency. In the year 1889 he resigned from the board and was elected mayor, and made such a good record for himself and his party that he was unanimously renominated the following year and was again elected. For a third time the Democrats chose him as their standard-bearer, and he went into the office with an increased majority, although he had received an unusually large majority the year before. He has been a conscientious and hard working executive and has relegated self-interest to the background in his desire to give the city good government. He has received the indorsement of members of both parties in many of his official acts, and his regime has been characterized by a spirit of progress and improvement. Mayor Sullivan's life is not wholly taken up with the trials and vexations of his official or business cares, however, for he finds an opportunity to devote some time to the amenities of domestic and social life. He was married in November, 1863, to Catherine E. Dower. Seven children have been born to them, five of whom are living. Mayor Sullivan is an excellent example of what a fine graft can be made on American ideas and American life by foreign stock. While remaining loyal to the cause of his native land and sympathizing with her struggles, he is nevertheless a thorough-going American.

JEREMIAH F. SULLIVAN.

COLONEL EMBURY P. CLARK, while closely in touch with all sides of Holyoke life, cannot be exclusively called a Holyoke citizen, for his long and honorable service for this State, both on the field of battle and in the militia, give him a broader citizenship than is afforded by the environment of any city or section. Colonel Clark is the son of Chandler and Joanna (Woodward) Clark, and first saw the light in the town of Buckland, Franklin County, Mass., March 31, 1845. His early education was received in the public schools of the town, but in 1858 he removed with his parents to Holyoke, where he has since resided. He spent some time at school and working in a store, but in 1862, when only seventeen, he enlisted in Company B, Forty-sixth Regiment, Massachusetts Volunteers, and served with credit in North Carolina and with the Army of the Potomac. After his return from the war he was for several years in the drug business and afterward paymaster for a large manufacturing concern. In July, 1876, his fellow-townsmen gave outward recognition of the service he had rendered and the esteem in which they held him, by electing him water registrar, a position he has since held. The honor is all the more marked, when it is remembered that Holyoke is intensely Democratic, while Colonel Clark is strongly Republican. Colonel Clark has always taken a lively interest in educational matters and has been a member of the School Board for the last fifteen years. In harmony with his educational interest is his interest in music. He has sung in various church choirs, was one of the originators and president, for several years, of the Holyoke Choral Union, and, later, president of the Connecticut Valley Musical Association. In matters military Colonel Clark takes a ranking position. He has been very prominent in the militia since the war. In 1868 he was sergeant of Company K, Second Regiment, and was elected captain a year later. In 1871 he was made major, and a little later, lieutenant-colonel, but upon the reorganization of the militia, in 1876, was honorably discharged with all other officers ranking above captain. He re-entered the service as captain of Company D, Dec. 23, 1878, and was promoted to the lieutenant-colonelcy of the Second Regiment in 1879, which position he held until Feb. 2, 1889, when he was made colonel. Although a strict disciplinarian he is very popular with both the officers and men under him. Colonel Clark is also a member of the Military Service Institution of the United States, besides being a charter member, and for eight years commander, of Kilpatrick Grand Army Post of Holyoke. He was nominated in 1892 for sheriff of Hampden County by the Republicans. He was married in 1866 to Eliza A., daughter of Perley and Julia M. Seaver. Of this union there are four children: Kate E., Edward S., Frederick B. and Alice M. Clark, and his home life is very pleasant. Colonel Clark has rendered valuable services to the militia of the Commonwealth, and to the causes of education and of music in the community in which he lives.

EMBURY P. CLARK.

WILLIAM WHITING was born, May 24, 1841, in Dudley, Mass., his parents being William B. and Elizabeth B. Whiting, the former a descendant of an old English family which had settled in Lynn, Mass., in 1636. He was married in 1862 to Annie M., daughter of Luther M. Fairfield, of Holyoke, and they have two children, William F. and Raynor S. Whiting. After completing his studies in the public schools, including the high school, he entered upon his mercantile career by becoming bookkeeper for the Holyoke Paper Company in 1858, but remained with that concern for three months only, resigning to purchase the wire mill, which he converted into a paper manufactory, and which was afterward known as Whiting No. 1. It was devoted to the manufacture of fine writing paper, and was so successful that Mr. Whiting purchased a tract of land alongside the second level canal, and erected the magnificent paper mill, called Whiting No. 2. At one time the mills had the largest output of any in the country, and their product has a ranking position. Mr. Whiting has also been prominently connected with other mercantile interests in Holyoke, both in real estate, banking and manufacturing. In 1877 he added to the buildings of the city the Holyoke Opera House and the Windsor Hotel, two of the finest structures in the city, the buildings costing about $125,000. He has also been closely identified with the history of banking in his city, and was one of the organizers and for many years the president of the Holyoke National Bank. He was likewise at one time connected with the Holyoke Savings Bank, and is now a director of the Chapin National Bank of Springfield. In a different line of business is his connection with the Connecticut River Railroad, of which he is a director, while he was for years the vice-president of the Holyoke & Westfield Railroad. In everything that pertains to the public weal he is one of the leaders, and is connected with many local institutions, including the public library, of which he is the president. Mr. Whiting was one of the organizers of the Board of Trade, and was its president until 1892, when he declined re-election. In politics Mr. Whiting is a Republican, and has had a full share of political honors. In 1873 he was elected to the Massachusetts State Senate, and in 1877 was chosen mayor of Holyoke, being re-elected the following year. Previous to becoming mayor he was in 1876 and 1877 elected city treasurer, being chosen to both positions by heavy majorities, although the city was strongly Democratic. In the Centennial year he was chosen a delegate to the Republican National Convention that nominated Rutherford B. Hayes for the presidency. So popular was he with his party that he was elected to the National House of Representatives, serving in the Forty-eighth Congress, and was re-elected to the Forty-ninth and Fiftieth congresses from the same district, filling out in a measure a very eventful and successful public career. Mr. Whiting's attainments are of such a nature as to ensure for him an ever widening field of usefulness in the future.

WILLIAM WHITING.

WILLIAM B. C. PEARSONS, who enjoys the distinction of being the first mayor of the city of Holyoke, that prosperous and enterprising municipality in the Connecticut valley, has been a resident of the "Paper City" for more than forty-three years, and has seen the place grow from a very small town into a large and important city. Judge Pearsons is a Vermonter by birth, the little town of Fairlee in that State being the scene of his advent into the world. The date of the event was Dec. 19, 1825, and his parents were John and Hannah (Putnam) Pearsons, the latter being a near relative of General Israel Putnam of Revolutionary fame. When he was very young his parents removed to Bradford, in the same State, and it was in this town that the education of the boy was begun. His first experience was in the common schools, and later he entered the academy and began preparations for his future profession. After leaving the academy he entered upon a course of study in the law school of Harvard University, and was graduated with the degree LL. B. in 1849. He immediately located in Holyoke, and during all these forty-three years has practised his profession in that city. His legal business early became a large and lucrative one and still continues so, although his position as police justice of the city takes so much of his time that he cannot devote himself to pleading as extensively as in former years. Judge Pearsons has witnessed many important changes in the city, and has himself been an important factor in some of its reforms.

WILLIAM B. C. PEARSONS.

When Holyoke was yet in its teens, as a town, he was one of the leading citizens, and was called upon to fill many offices in the town government. At various times he was an assessor and member of the School Committee, both offices being held for a number of years. In 1863 and 1864 he was first selectman of the town, but previously, in 1859, he was a representative to the lower branch of the Massachusetts Legislature, and had been a senator from the Western Hampden district in 1862. In 1864 Judge Pearsons entered the army as paymaster, with the rank of major, and served during that year and the one following. When Holyoke adopted municipal government in 1873, an eye was cast about for a suitable man for the mayoralty, and Judge Pearsons was nominated and easily elected. His legal training made him particularly valuable to the young city, and he spent a great deal of time and labor in drafting the city's ordinances, while his far-sighted and dignified method of conducting the city's affairs was admired by all. Consequently he was re-elected the two years following. His administrations were singularly able in every respect. He has been police court justice since 1877. He married Sarah E. Taylor, daughter of Mr. and Mrs. George Taylor, of Westfield, in February, 1857, and has a family consisting of one son and two daughters, the latter being married. Judge Pearsons's eminent legal attainments and his honorable and highly successful career in public service and on the bench place him among the truly representative men of the Commonwealth.

ASHLEY B. TOWER, who has a national reputation as an architect and civil engineer, was born at Windsor, Mass., June 26, 1847. Mr. Tower's parents were Stephen D. and Esther L. (Beals) Tower, and the family was a prominent one in that town and descendants of the first settlers of Massachusetts Colony. He received a good and liberal education, and, after serving three years' apprenticeship as a builder, he began the study of the business that has since become his life-work and which has given him an acquaintance with manufacturers in all parts of the country. Mr. Tower was married in 1875 to Permelia J. Fritts. Mr. Tower has had a long and successful career in his chosen profession, and to-day stands at the head. He was elected city engineer of the city of Holyoke in the year 1881, and he successively held the office that year and for the two succeeding ones, introducing many reforms into the management of the office. In 1878 he became the junior partner of the firm of D. H. & A. B. Tower, civil engineers and architects, at Holyoke, and for thirteen years retained these relations. During that time the firm built up a very large business in the designing and the superintendence of construction of paper mills. Nearly all of the paper manufacturing centres of the country show samples of the work of the firm, and a mill building that bears the stamp of the firm of Tower is considered all that is desired. On Jan. 1, 1892, A. B. Tower purchased the interest of the senior partner and the good-will of the firm, and has since conducted the business alone at Holyoke, having large and well-arranged offices on Main Street. With the change the success of Mr. Tower has not decreased but, on the contrary, has largely increased. As a designer and builder of paper and fibre mills, and as an inventor and patentee of paper machinery, he is recognized as the leading expert of the country. When in partnership with his brother he designed many of the large paper mills of Holyoke, as well as mills that were erected in foreign countries. Among his many contracts some of the most important are the Kimberly and Clark mills at Kimberly, Wis., the Telulah mill at Appleton, Wis., the Glens Falls paper mill at Fort Edward, N. Y., the Ticonderoga mill at Ticonderoga, N. Y., the Denver paper mills at Denver, Col., the Shattuck and Babcock paper mill at De Pere, Wis., the Linden paper mill and the Riverside paper mills at Holyoke, the Niagara Falls Paper Company's mills at Niagara Falls, N. Y., and the immense paper and sulphite fibre mills now being erected at Rumford Falls, Me. He is also a director in the Denver Paper Mills Company, and is interested in a number of other manufacturing plants. He enjoys the reputation of being one of the best mill architects in the country, his mastery of all the intricate details of paper-mill construction being unsurpassed. His success as civil engineer and as inventor is well matched by the prosperity that has attended his numerous business ventures. Mr. Tower is domestic in his tastes, and after business hours enjoys his evenings at his home with his library and many works of art.

ASHLEY B. TOWER.

WILLIAM HENRY BROOKS, the son of Reuben P. and Margaret (Eliot) Brooks, is a native of Schuyler's Lake, Otsego County, N. Y., where he was born, Jan. 5, 1855. The birthplace of Mr. Brooks is thirty miles south of Utica, being a part of Richfield Springs, and was adopted as a home by Mr. Brooks, Sr., when he retired from business in New York City. William H. fitted for college at Clinton Liberal Institute at Clinton, N. Y., and entered Dartmouth College in 1872, from which he graduated during Centennial year. He began the study of law in the office of Warren C. French, at Woodstock, Vt. After being admitted to the bar Mr. Brooks formed a law partnership with Edward W. Chapin, of Holyoke, in 1878, and remained so connected until 1882, when he withdrew and commenced the practice of his profession alone. He has practised in that city ever since, although owing to the fact that Springfield is the county seat and the scene of the larger part of his work, Mr. Brooks has recently opened an office in the latter city, which he runs in connection with the one at Holyoke. Mr. Brooks's career at the Hampden County bar has been a most brilliant one, and he stands to-day in the front rank of his profession, in the western part of the State. He is very versatile in his practice and can conduct a criminal case or plead in a civil suit with equal ease. Although still comparatively young, both in years of life and experience, Mr. Brooks has been counsel in some cases which have brought him both fame and money. Recently his work has been more in the civil line, but within the past few years he has been counsel for the defence in several trials for manslaughter and in six murder cases. He is a fine jury lawyer, and the announcement that he is to deliver an argument to the chosen twelve is sure to attract many listeners. He never goes into a case unless fully prepared, and both in cross examining and in delivering an argument conducts himself in a manner that carries conviction. Inheritance and personal study of political principles have established Mr. Brooks's Republicanism beyond the shadow of a doubt, and he has done some very effective campaign work in his congressional district. He does not seek for office, however, and in the year 1892, declined a nomination to Congress, in his district. He was nominated for the district attorneyship in 1889, but lost it by only a very small number of votes. He was city solicitor of Holyoke in 1881, 1882 and 1883 and was nominated for mayor the following year, being defeated by a small majority in that Democratic stronghold. Mr. Brooks has been twice married. His first wife was Mary, daughter of Warren C. French, of Woodstock, Vt., who died in 1881. In 1884 he married Jennie, daughter of the late Edwin Chase. He has three children by the first union and two by the latter. The qualities that have assured Mr. Brooks's success at the bar are his industry, his earnestness, his eloquence and his capacity to throw himself, heart and soul, into a case and make his client's interests his own.

WILLIAM H. BROOKS.

DR. GEORGE HERBERT SMITH, who is one of the leading physicians of the city of Holyoke and has been for the past quarter of a century, was born at Chicopee, Mass., July 4, 1840. He was the son of Edmund H. and Lucy B. Smith. The elementary education of Dr. Smith was acquired in the public schools of his native town, both in the grammar and high schools and later in Wesleyan Academy, at Wilbraham, Mass., from which he graduated in June, 1861. He commenced the study of medicine during the same year. The breaking out of the war fired the youth with enthusiasm, and on Sept. 1, 1862, he enlisted in Company C, Twenty-fifth Regiment, Connecticut Volunteers. In March of the following year he was assigned to duty on the surgical staff of the regiment, remaining with it until it was mustered out of service. After the close of the war, Dr. Smith resumed his medical studies and was graduated from Bellevue Hospital Medical College, at New York, in March, 1865. The young doctor immediately located at Simsbury, Conn., and began the practice of medicine and surgery. He removed to Sycamore, Ill., the following year and practised there for awhile. In November, 1868, he returned East and settled at Holyoke, where he has since been engaged in a large and lucrative practice. He is considered one of the best physicians in the city, and his opinion is often sought. While the duties of the medical profession are very exacting, especially where a doctor has a large practice, Dr. Smith has found time to devote himself quite extensively to municipal affairs and to several lines of business in which he is interested. He is a Republican, and has often been an office holder in the city of his adoption. He was a member of the Common Council in the years 1875 and 1876, being president of the board during his last year as a member. During the next two years he represented his ward in the upper branch of the City Council and was an important member of that body. He has also been a member of the School Committee for twelve years, and has also been a member of the Board of Park Commissioners and chairman of the Board of Health. He has also been chairman of the Board of Commissioners of the Sinking Fund for the city debt. Dr. Smith is also interested in several mercantile enterprises, being owner of a third interest in the Excelsior Paper Company of Holyoke, and is likewise a trustee and auditor of the Mechanics' Savings Bank of that city. He was a director and auditor of the Holyoke & Westfield Railroad in 1878. Dr. Smith is married, his wife being Ada M., daughter of the late Dr. C. W. Babcock, of Medina, Ohio, to whom he was united, June 8, 1869. As a result of this union Dr. and Mrs. Smith have two children, Abbie May Smith and Lucy C. Smith, to brighten their home. In business political, and social circles Dr. Smith enjoys great popularity, and he combines professional ability and skill with a genius for business and public affairs in an exceptional degree. In both spheres he has been equally successful.

GEORGE H. SMITH.

ONE of the representative citizens of Holyoke, and especially of the French portion of that city, is Pierre Bonvouloir, the subject of this sketch. Mr. Bonvouloir was born in Sainte Brigide, county of Iberville, P. Q., March 9, 1854, his parents being Pierre and Mary Louise (Benoit) Bonvouloir. He attended school until he was thirteen years old, when he went to work on his father's farm and later in stores in St. Cesaire and Farnham, P. Q. He emigrated to the States and settled in Holyoke, Dec. 12, 1871, where he worked in a couple of grocery stores until August, 1875, when in company with J. A. Proulx he entered business for himself. The following year he bought out his partner and has since conducted the very profitable and growing business alone. The advantages of this country early impressed themselves upon Mr. Bonvouloir, and he became a citizen in November of Centennial year. He soon became prominent in the political affairs of the city and became a leader in the Democratic party. In 1880 he was elected to a seat in the Common Council from Ward Four, while during the years 1887 to 1892, inclusive, he served as school committeeman-at-large, in which position he gave excellent satisfaction. He was also elected a member of the Democratic State Central Committee, this year. But Mr. Bonvouloir's interest in city affairs is not confined to the field of politics. It has a much broader scope. He is well known and highly respected in business circles and is interested in many important organizations. He is an active member and director, since its organization, of the Holyoke Board of Trade, and is always on the alert for the advancement of the city's interest, either in the introduction of new industries, or in the development of old ones. He was also a member of the Holyoke Co-operative Bank, and in July, 1889, he organized the City Co-operative Bank and has been its secretary and treasurer since that time. Mr. Bonvouloir is married and has a pleasant family. His first marriage was to Miss Lucinda, daughter of Joseph Dufresne, which took place at Three Rivers, P. Q., Feb. 2, 1883. Mrs. Bonvouloir died, and in May, 1891, he married Annie Dufresne, a sister of his first wife. By his first marriage Mr. Bonvouloir had four children, Cosette, Liliane, Annette and Lionel. Mr. Bonvouloir is very popular socially and is a leader among his countrymen, while he counts his friends among all nationalities. He has interested himself in the formation of many French societies and has held some office or other in nearly all of them. Holyoke has a very large French population, and Mr. Bonvouloir's prominence in political and business life make him a much sought after man, by members of the French population. To many he has given friendly aid or advice, and many have taken advantage of this interest in the welfare of his fellow-man, to seek his help for various objects. Mr. Bonvouloir is accordingly regarded as the leading citizen of Canadian birth in Western Massachusetts, and he has exerted a widespread influence in the Americanizing of his compatriots.

PIERRE BONVOULOIR.

EDWIN L. MUNN, president of the Park National Bank of Holyoke, and one of the youngest bank presidents in that section of the State, was born at Greenfield, Mass., March 4, 1854. His father was Colonel Charles H. Munn, one of the leading citizens of that town, and a descendant of a family that had been residents of the place for many years. His mother was Mary S. Stockwell, of Hadley. Both of Mr. Munn's parents have died within the past two years. Edwin L. Munn is unmarried, and lives with his brothers and sister, having a very pleasant home. Mr. Munn's school-days were comparatively few, and he may properly be called a self-educated man. When a boy he attended the public schools in Greenfield, and later spent a year or more in Mt. Pleasant Institute, at Amherst, Mass. While yet a boy he began a business career that has been very successful, and singularly enough one that has followed the same lines through all of these years. His first work was as a boy in the Franklin County National Bank of Greenfield, in which institution he was steadily advanced in position, being successively bookkeeper and teller. This latter position he held, when, in 1876, he left the bank to go to Conway, Mass., as the cashier of the Conway National Bank. He remained there until he went to Holyoke, and with a number of prominent capitalists organized the City National Bank and became its cashier. He served in this capacity for five years, or until 1884, when he organized the Home National Bank and went into its service as cashier. In March, 1892, he again became interested in the organization of a new bank, the third in one city, and the result is the Park National Bank, of which he is the president. The bank started with a capital of one hundred thousand dollars and a paid-in surplus of fifty thousand dollars, and so successful has it been that its stock is quoted many points above par. The bank paid a dividend of six per cent during the first six months of its existence. It is finely located on High Street, near the City Hall, and has handsome quarters. The safe and vault are the finest in the city, and are considered absolutely fire and burglar proof. The other officers of the corporation are William F. Whiting, vice-president, and George W. Parker, cashier. Mr. Munn's political convictions have a Democratic tinge, and while he is now too fully occupied with his banking business to devote much time to politics, he has in the past been quite prominent in this field. He was treasurer of the city of Holyoke in 1884, 1886, 1887 and 1888, and was the Democratic nominee for the State treasurership in 1889 and 1890. He is also a member of a number of prominent clubs, including the Bay State, of Holyoke, the Winthrop, of Springfield, and the Manhattan Athletic Club, of New York, a chapter Mason, and a Knight of Pythias. Mr. Munn's unbroken record of financial success, his long experience in the banking business, and his former prominence in political life constitute him one of the representative men of the State. Socially, Mr. Munn is popular in Holyoke and Springfield.

EDWIN L. MUNN.

FITCHBURG is the thirteenth city in the State in point of size, and its population is twenty-seven thousand. It is situated in the northeastern part of Worcester County, on the main line of the Fitchburg Railroad, fifty miles west from Boston, and is one of the most active, enterprising and prosperous cities in the Commonwealth. It is built in a valley through which courses the Nashua River, a stream that for one hundred years has furnished power for various manufactories, and has been a leading factor in the growth of this now important city. Originally situated only on the river banks, the city has of late years extended in every direction, so that to-day the hills closing in the valley are covered with handsome mansions and comfortable cottages. In its early days Fitchburg was the scene of many little conflicts with the aborigines, but very few tragic events are happily recorded. The first white settlers permanently located there in 1748, and in 1764, with a population of only 259 souls, it was set off from the mother town of Lunenburg as a separate town. From this time to 1835 the history of the town is like that of numerous others, a slow, steady gain; but it was not till 1870 that the place began to attract notice. In 1800 the population was about 1,400; in 1830, about 2,200; in 1850, about 5,000; in 1870, about 11,000; in 1885 it exceeded 15,000, and in 1890 it exceeded 22,000. From 1885, during a period of five years, the gain exceeded forty-three per cent, surpassing any city in the State, and during the past two years it has reached nearly 30,000. This rapid and almost unprecedented growth for a New England city has been due to the activity of the Board of Trade in securing new industries, the enterprise and business foresight of its leading citizens, and the city's natural advantages, more than to any artificial boom.

The industries of the city are both numerous and varied, comprising the manufacture of steam engines, machinery and tools, woollen goods, worsted goods, extensive gingham factories, ranking among the first in the country and the world; large paper mills of national reputation, saw manufactory, rolling-machine mill, the only one of its kind; paper-mill machinery, boots and shoes, bicycles, large car shops, and many smaller but equally important manufactories. The products of its factories and shops are exported to all parts of the world, and have the reputation of holding their own in competition with home or foreign goods. Four national banks furnish a vast amount of capital for the successful prosecution of all enterprises.

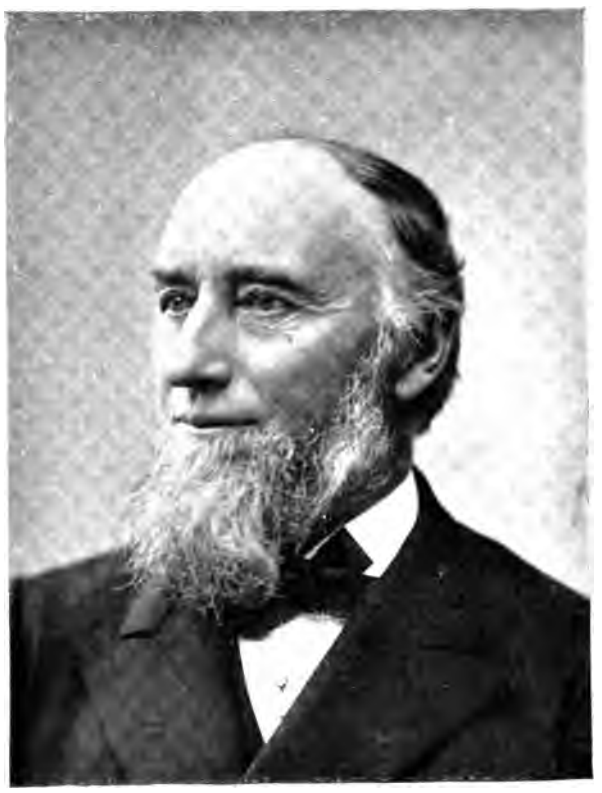
Besides being on the main line of the Fitchburg Railroad, now a trunk line, the city is the terminus for the northern division of the Old Colony Railroad and the Cheshire division of the Fitchburg Railroad. About seventy passenger trains arrive and depart daily from the large, commodious and handsome union depot. The railroad facilities are exceptionally favorable both for passenger and freight traffic, and the two roads furnish an easy and rapid communication with the seaboard, and with northern, southern or western connections at exceptionally favorable rates.

The present valuation of the city is estimated as follows: Real estate, $12,971,115; personal estate, $4,093,630; gain since 1891, real estate, $528,174; personal estate, $276,254; total, $804,428. The prospects of future growth and importance were never brighter than now. The sales of real estate continue to increase at a surprising rate, building operations and extensive improvements being noticeable on every side. Visitors from Western States speak enthusiastically of the energy displayed, contrasting the city most favorably with the Western idea of enterprise, growth and prosperity. The city possesses all the modern advantages of electric lights, gas, an excellent system of water works unsurpassed in the State, paved streets and sidewalks, telegraph and telephone service, local and long distance, electric and horse street cars, building societies, churches of all religious denominations, first-class public schools with grammar and high schools, secret and benevolent societies of all orders, and numerous private and public institutions for charitable, social, educational and benevolent purposes. The city also possesses many public buildings of imposing appearance, chief among which is the Wallace Library and Art Building, the gift of one of the city's most generous and most esteemed citizens, Hon. Rodney Wallace. In all matters, industrial, social, moral, religious or educational, Fitchburg invites comparison with her sister cities, having a peaceful, industrious and prosperous population.

THE present mayor of Fitchburg is Hon. Samuel L. Graves, a lawyer of considerable reputation and a native of the pretty town of Groton, Mass. He is the son of John J. and Lucy Graves, and was born July 18, 1847. After graduating from the schools of his native town he entered Amherst College, and graduated from that institution with honors in the class of 1870. His inclination led him in the direction of the law, and he entered the office of Wood & Torrey, of Fitchburg, then a leading legal firm in Worcester County. After the completion of his legal studies he was admitted to practice in 1873. Mr. Graves at once opened an office of his own in Fitchburg, and almost immediately laid the foundation for what has grown to be an extensive and remunerative practice. He is looked upon as one of the leading practitioners in Central Massachusetts. Mr. Graves was many times urged to accept public office, but it was twenty years before he could be persuaded to accept any position but that of school committeeman. He faithfully served in that capacity for eight years. In the exciting municipal contest of 1890 the temperance party urged him to become their standard-bearer, and after some persuasion he consented. His opponent on the citizens' ticket was Hon. Charles L. Hayden, then in office, but Mr. Graves was elected by a big plurality, there being a third candidate. The following year he was again put forward by the same party and was elected by a larger vote than the previous year, his opponent, too, being a well-known and highly-esteemed citizen who had seen many years of public life. In politics Mayor Graves affiliates with the Democratic party, and has frequently been mentioned for important official positions by his party. He has not, however, been an office seeker in any sense of the term. Mr. Graves is universally considered a man of much courage and frankness, and his expressions of opinion are always of a fearless and aggressive nature, but at all times courteous and respectful. Although he is a man of firm and decided convictions, a due regard for the opinions of others has been one of his distinguishing characteristics; and among all ranks of society, and with men of all shades of political belief, he is a decidedly popular man. As in the case of all men occupying prominent and responsible positions, Mr. Graves has been the subject of more or less criticism, but his administration of city affairs has been considered by all parties one of the most able the city has yet seen. During the two years he has held office many public improvements have been made, and the reputation of the city as a business centre has been more than maintained. As a speaker, Mr. Graves is well known, and is in demand at gatherings of every kind. Mr. Graves has never become closely identified with social or secret organizations, preferring his home circle to those gatherings when freed from the cares of business and official life. In his capacity as member of the School Board of Fitchburg he was enabled to accomplish much for the cause of education in the city, and in the higher position to which he was called he rendered greater services to the municipality.

SAMUEL L. GRAVES.

INSEPARABLY connected with the growth and prosperity of Fitchburg, both during the past twenty-five years and for many years to come, is Hon. Rodney Wallace, who is widely known throughout the State and the country. Mr. Wallace was born in New Ipswich, N. H., sixty-nine years ago. His early days were spent in his native State, and at the age of twelve years he commenced life on his own account. Faithful to every trust while filling the minor offices of life, he laid the foundation for a prosperous and honorable business life, and in early years his employers learned to place implicit trust in him. When thirty years of age Mr. Wallace settled in Fitchburg and engaged in the wholesale stationery, paper and cotton waste business, in connection with the late Stephen Shepley. In 1865 the partnership was dissolved, and with three associates he formed the Fitchburg Paper Company, becoming sole proprietor in 1869. In addition to his own business undertakings Mr. Wallace has been closely identified with a number of business projects, helping in many ways to further the interest of corporations, individuals and the public generally, and in no small measure is due to him a large share of the present growth and prosperity of the city. At the present time Mr. Wallace is president of the Fitchburg Gas Company, a director of the Putnam Machine Company, a director of the Fitchburg National Bank, a director of the Fitchburg Mutual Fire Insurance Company, a trustee of the Fitchburg Savings Bank, a director of the Fitchburg Railroad, a director of the Parkhill Manufacturing Company, and is also interested in many other enterprises of value to the city. No man in the city is more esteemed, honored or respected than Mr. Wallace, he being considered on all sides as a public benefactor. In every case where the honor, moral or material interests of the city and its people are concerned, none is more active than he, and to his counsel, aid and judgment the city is deeply indebted. His beautiful gift to the city of a public library and art building, costing over eighty-four thousand dollars, is only one of the evidences of his generosity and public-spirited nature. Although Mr. Wallace has held many offices of public trust, he has never been regarded as an office seeker, and it was only after repeated requests that he allowed the use of his name. He was a selectman when Fitchburg was a town; was a representative to the lower branch of the Massachusetts Legislature in 1873, and declined a re-election, much to the disappointment of his fellow-citizens; he served three years on the Governor's Council and was member of the National House of Representatives in the session of 1889–90, being elected by an exceedingly flattering vote. Although he could have been returned the following session without a semblance of an effort, he declined a re-nomination. His benevolence has endeared him to the hearts of his fellow-citizens, who respect him for his integrity no less than they admire the marvellous success of his career as a public-spirited citizen.



RODNEY WALLACE.

ARTHUR H. LOWE, president of the Board of Trade, the reputation of which extends to nearly every State in the Union, is a typical Fitchburger, although born in the neighboring State of New Hampshire. He is a descendant of a family that made Ispwich, Mass., their home in colonial times. He was born in 1853, and is one of seventeen children, who at this time are all living, and went to Fitchburg when a mere child. His education was received in the public schools, and his first employer was his father, who then carried on a wholesale meat and produce business. In 1879, Mr. Lowe, in conjunction with John Parkhill and Thomas R. B. Dole, started the Parkhill Manufacturing Company with thirty looms. To a considerable degree the success of this now vast plant is due to him, and the little mill of thirty looms has grown to be the third largest of its kind in the country, employing about eleven hundred hands, running about two thousand looms and paying out directly and indirectly to employees more than ten thousand dollars a week. At various times during the past ten years the plant has been enlarged to meet the ever-increasing demand for the firm's goods, and the company now occupies over six acres of floor space. Mr. Lowe fills the position of treasurer and manager, having been elected in 1883. In 1885 he organized the Cleghorn Mills Company, and the building of the Cleghorn Mill has been the chief cause of the growth of the section of the city, which during the past six years has sprung up as if by the aid of a magician's wand. Six years ago scarcely a house covered the ground now known as the Daniels District; to-day there are over two hundred houses, a church, large schoolhouse, three large factories and two more under course of erection. Another ornament to the same section of the city is the Onwell Mills, an industry which is in a considerable measure due to his efforts and enterprise. The Mitchell Mills, another prosperous and rapidly increasing concern, is largely owing to his interest and foresight.

ARTHUR H. LOWE.

Chief among the industrial ornaments of the southern part of the city are the large and handsome car shops of the Fitchburg Railroad. These works were secured for this city in 1888, although several other places were making strenuous efforts to get the valuable prize for themselves. It is acknowledged on all sides that solely owing to the admirable work of Mr. Lowe and Hon. Rodney Wallace this valuable acquisition to the city's commercial and business life is due. Mr. Lowe's public spirit and pride in his home are seen by the fact that he gave his time gratis and one hundred and ten acres of his and his brother's land for what they paid for it ten years previously, when it was cheap. He also purchased fifty acres more from a score of owners and turned it over to the railroad company without a dollar of reward. Mr. Lowe is a director in the Street Railway Company, and in the Fitchburg National Bank, and a trustee in the Fitchburg Savings Bank. He is also interested financially in the Gas Company, the Fitchburg Steam Engine Company and the Grant Yarn Company.

FITCHBURG has the distinction of possessing the only mill of its kind in the world. This is a mill started in 1886 for the purpose of manufacturing by a new and most ingenious process bicycle balls, screws, pedal pins, axles, and many other articles which require to be absolutely perfect to be of use. These articles are manufactured by a rolling process, the invention of George F. Simonds, the articles being moulded into various forms, while rotating on their axles between surfaces moving in opposite directions. The first use made of the machinery was the manufacture of spheres, armor-piercing projectiles and axles. At the same time the machinery was being perfected by expensive experiments which threatened to exhaust the firm's resources. During the first few years of its existence, the struggle was hard and it is only within a comparatively short period that it has reached a paying basis. The present general manager of this enterprise is George W. Weymouth, and to his able management during the past two years is due a great portion of the success of the undertaking. Mr. Weymouth is a native of West Amesbury, now Merrimac, and first went to Fitchburg in 1882. Having learned the carriage-making business, he naturally fell into the same line and opened a carriage repository at No. 457 Main Street. He soon began to be recognized as a young man of more than average ability, and his fellow-citizens were not long in calling upon him to take a hand in public affairs. He was elected to the Common Council, and at the expiration of his term was singled out for a place in the aldermanic chamber, which he, however, refused. His interest in the prosperity and development of his adopted city was not abating, however, and in 1890, when the Board of Trade was revived, Mr. Weymouth became one of its most active and enthusiastic workers. Shortly after, Mr. Weymouth, Hon. Rodney Wallace and D. M. Dillon, with the co-operation of E. M. Dickinson, surprised the whole State by inducing the Iver Johnson Company of Worcester to abandon their cramped quarters in that city and remove to Fitchburg. The move was pronounced one of the most surprising and most skilfully managed of recent years, and resulted in Fitchburg receiving an advertisement throughout New England that has brought several other important industries within her gates, every one of which is doing a prosperous and increasing business. In less than ten years from coming to Fitchburg an entire stranger, Mr. Weymouth has become a director in the Fitchburg National Bank, general manager of the now successful Simonds Rolling Mill Company, a director in the Worcester Society, of the Ætna Life Insurance Company, the Board of Trade, and a member of the Board of Trustees of the Fitchburg Savings Bank. He was also one of the promoters of the Fitchburg & Leominster Street Railway and is a director of the corporation. Mr. Weymouth is also a stockholder in the Wachusett National Bank and the Fitchburg Gas Company. He is recognized as a successful business man.

GEORGE W. WEYMOUTH.

DAVID M. DILLON is a native of St. John, N. B., and has lived in the United States since 1859. He learned the boiler-making trade in his native city, and has been in that business all his life. Mr. Dillon made Fitchburg his home in 1870, moving there from Worcester, where he had been carrying on the boiler-making business about five years. In 1863 he entered the United States service, and for a year, during the war, was engaged repairing government transports at Port Royal. Mr. Dillon was the first man to succeed in making boilers of steel, which he accomplished in 1874, although the idea was scorned by makers generally. The result was that those who had scoffed at and ridiculed his idea as impracticable found themselves compelled to follow his lead in order to protect themselves and their trade. At the present time Mr. Dillon's works turn out boilers which find a market in every State in the Union, and are also exported to Mexico and South America. He was the first man to ship American boilers to Japan. Through his interest many orders have come to Fitchburg and other cities. The increase of his business has necessitated the employment of more men each year, and several years ago he had to move into quarters specially prepared for his use. While conducting a large and exacting business, Mr. Dillon has ever been alert to the public needs of his adopted home. Reluctantly he obeyed a call to take part in the deliberations of the city fathers, and almost in defiance of his will he was twice elected on the aldermanic board. His course in that body was marked by its strict integrity, rigid adherence to law and conscientious and eminently able administration of aldermanic functions. His liberal yet strictly business-like course in every public matter made him one of the most popular aldermen the city ever had, and earned for him the respect and admiration of all, opponents included. As a prime mover and energetic worker in the Board of Trade, his work will never be forgotten. The numerous valuable business acquisitions and various moves of a progressive character, inaugurated during the past two years, have found in him an adherent strong and efficient. His judgment and advice are sought by all his associates in that body, and his determination and devotion to every project having any prospect of revenue for the public finds him foremost in the ranks. To him in a very considerable amount is due the praise of adding to the city's industries the Iver Johnson Works, formerly of Worcester. Mr. Dillon is a strong advocate of co-operative banks, which have been a source of great advantage to the masses of the people in building and acquiring homes of their own. His plain and outspoken expressions of opinion stamp him as a man of much force of character and determination of will. Mr. Dillon is a stockholder in all the recent new enterprises started in Fitchburg. His persistence in the face of apparently insurmountable obstacles, until he was enabled to give to the world the steel boiler, stamps him as a man of a strong mind, scientific in cast.

DAVID L. DILLON.

CHARLES C. STRATTON, of the Sentinel Printing Company, Fitchburg, is a son of the late Thomas Stratton, a leading farmer and citizen of Fairlee, Vt., who represented his native town in the State Legislature and held other positions of trust. Charles C. Stratton's early education was obtained at the district school of Fairlee, supplemented by a course at the academy at Thetford Hill. He remained at home until the fall of 1846, when he went to Haverhill, N. H., and entered the office of the *Democratic Republican*, which was then published by the late Hon. John R. Reding. After completing his regular apprenticeship at the printer's trade, he gave up his situation in Haverhill to accept one in Newbury, Vt., and worked for a time in the office of the *Aurora of the Valley*. Then he went to Boston and found employment in the Franklin Printing House, going from there to New York, where he worked in the office of the Methodist Book Concern. In September, 1854, he went to Fitchburg, and ever since then has been connected with the *Sentinel* office, with the exception of a few months, when he was with the Second Massachusetts Cavalry, and in the Christian Commission at City Point, Va. In March, 1867, he purchased a half interest in the office, and a few years later he recognized and urged the importance of publishing a daily paper in Fitchburg. With this object in view the partnership with John E. Kellogg was formed in the spring of 1873, and the first number of the *Daily Sentinel* was issued on the 6th of the following May. Results prove that the time had come for such a venture. The *Weekly Sentinel* in 1838 was four pages, 19 x 36, and in 1839 was enlarged to 20 x 38; in 1845, it was again enlarged to 24 x 34; in 1853, to twenty-eight columns, later to thirty-two columns, and in 1890 was changed from a blanket sheet of thirty-six columns to an eight-page sheet of forty-eight columns. The *Daily Sentinel* was started May 6, 1873, as a four-page sheet, 21 x 30; in October, 1881, it was enlarged to 23 x 35; in September, 1885, to 25 x 39; in October, 1886, to 27 x 44, in July, 1890, to eight pages, double its size at the start; and in December, 1892, to an eight-page paper of seven columns each, printed on a perfecting press. The *Sentinel* has proved an important factor in the development of Fitchburg, and was never more prosperous than at the present time. The office is in one of the finest buildings in the city, and possesses excellent facilities for printing of all kinds. Mr. J. E. Kellogg is associated with Mr. Stratton in business, and together they have made the *Sentinel* one of the vigorous and influential papers of Central Massachusetts. They have been firm believers in the great possibilities of Fitchburg as a manufacturing centre, and have lent the weight of the *Sentinel's* influence and large circulation to every movement that has had for its object the development of Fitchburg's resources. Hence the *Sentinel*, both daily and weekly, has grown with the growth and prospered with the prosperity of the thriving inland city, with whose interests it is thoroughly identified.

CHARLES C. STRATTON.

MALDEN in 1629 was a wilderness. Ralph Sprague and his brethren, who had recently landed at Salem, were the early pioneers. Its inhabitants were a remnant of the once powerful tribe of the Patuckets. In 1634 an allotment of land in parcels of five acres was made to new-comers, whose village belonged to Charlestown. In 1636 a commission set up boundaries, a part of which are still recognized. Settlers increased, and in 1640 a dam was built and a mill established. John Greenland took up his residence there, and Joseph Hills, who was a landholder in 1638, and his son-in-law, John Wayte, were leading men. In 1643 came William Sargeant, a "haberdasher" and a preacher, and for two hundred years his descendants possessed his lands. Settlers increased and pushed their way northward up the valley between Mount Prospect and the western hills. In 1640 the penny ferry was established across the Mystic River to Charlestown, and in 1653 a "new way" was laid out, and its windings from Chelsea line to the Reading ponds may still be traced.

The town was incorporated in 1649. The first legislator was Joseph Hills, who had been speaker of the House of Deputies, and who had revised the Massachusetts laws. Mr. Hills came from Maldon, in Essex, England, and it is supposed that in compliment to him the town received its new name. For more than one hundred years, however, it has been spelled Malden. Joseph Hills was chosen its first deputy, and John Wayte was the first town clerk. Thomas Squire, William Brackenbury, John Upham, John Wayte and Thomas Caule were the first selectmen. Here began, for the inhabitants of Malden, the form of local self-government initiated in 1633 by the inhabitants of Charlestown, the parent town of the colony.

In 1671 the first public school was maintained at the charge of the town, and the town then embraced the new city of Everett and the town of Melrose. Malden shared in the gloom and insanity which spread the charge of witchcraft against some of its inhabitants, and there was much strife in the churches. It also shared in the sacrifices of the Revolutionary War. Slavery had existed in Malden in a patriarchal form.

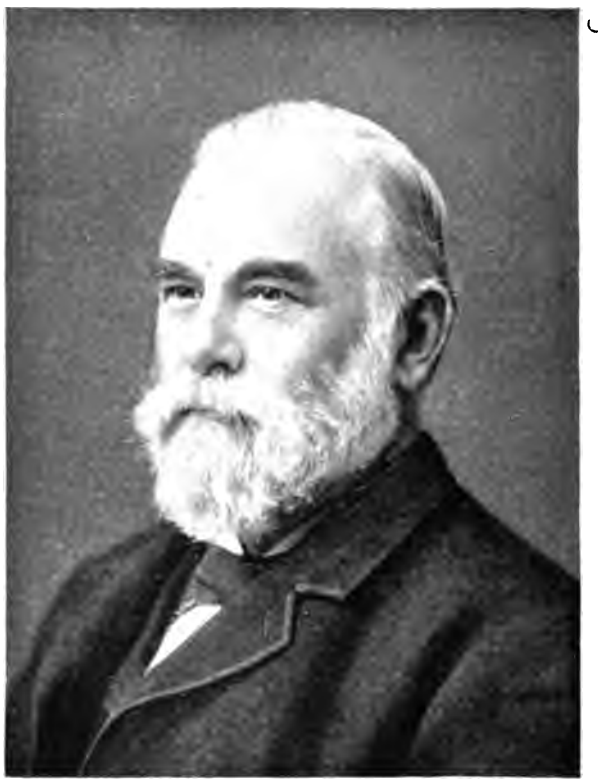
In 1787 the bridge over the Mystic River was formally opened. In 1837 the population had increased to 2,300, and manufacturing was carried on to the extent of $350,000 per annum. At that time lines of omnibuses connected the town with Boston until 1845, when the Boston & Maine Railroad was opened up. In 1850 the population was 3,520, not including 1,260 souls who were set off the previous year with the town of Melrose.

The opening of the railroad and the cheapness of land gave birth to various enterprises, which were more or less successful. A tract of land on the west bank of the river and a tract of land on the highlands were laid out for building and business purposes, and great inducements were offered to purchasers. On a portion of this property has grown up the district of Edgeworth, where are now located the extensive factories of the Boston Rubber Shoe Company, Webster & Co.'s tanneries, and Vaughn's box factory. The products of these industries amount to more than $3,000,000 per year. The honor of Malden was upheld in the late Rebellion, the town sending six hundred men, who bore their part manfully in that terrible struggle for the maintenance of right. In 1877 a portion of Medford, comprising about two hundred acres of land with one hundred inhabitants, was annexed to Malden. Its greatest length from east to west is about three miles, and its average width about one and one-half miles. Malden has several lines of horse and electric railways and two steam railroads, with upwards of one hundred and fifty trains to and from Boston daily.

In 1861 the population was 5,865, and the valuation was $3,365,101. In 1870 Everett was set off, leaving Malden with 7,370 inhabitants and a valuation of $4,999,272. At the present time the valuation is nearly $20,000,000 and the population is over 30,000.

Malden has some of the finest schools and churches in New England, and it has a public library second to none in the State, which was the gift of Hon. Elisha S. Converse. A public hospital has also recently been built, and Mr. Converse generously gave the city the land and $20,000 for this project. Malden is a thriving and growing city, and will soon have a population of 50,000.

JAMES PIERCE, the mayor of Malden in 1892, was born in Medford, Jan. 20, 1837. In April of that year, when he was less than three months old, his parents moved to Woburn, where his boyhood was spent. At the age of sixteen he left home and went to Lowell to learn the retail dry goods business. On March 1, 1858, he left Lowell and came to Boston, where he became salesman in a dry goods store on Tremont Row. At this time he took up his residence in Malden, and has resided there ever since. In 1861 he went into the retail dry goods business, having at one time three stores in Boston, one in Lowell and one in Malden. In 1871 he sold out his dry goods business, and engaged in the manufacture of buff leather, and has continued in that business ever since, having at the present time one of the best tannery plants in the country, which he had built at Olean, N. Y. His Boston office is at No. 143 Summer Street, corner of South Street. Mr. Pierce has been highly respected by his fellow-citizens of Malden, both under a town and city government. Under the town government he served on the Board of Selectmen, and was one of the road commissioners for five years. In 1876 he was elected one of the sinking-fund commissioners, which office he holds up to the present time. His fellow-citizens honored him in 1866 by sending him to the Legislature, and by re-electing him the following year. He was again elected to the Legislature in 1875. In 1870 and 1871 he was one of the senators from Middlesex County, and he served on important committees. He was afterwards appointed one of the inspectors of the State Prison for four years and nine months. Under the city form of government he was a councilman from Ward Five for the first nine years. He was the first president of the council, and of his nine years of service in that body he was president seven years. As president of the council he was zealously watchful of the finances of the city, and no man in Malden was so well posted on the finances of the city as Mr. Pierce, and the solid financial standing of the city at the present time is due in no small measure to his skill as a financier in the expenditures as well as in the making of appropriations. He is one of the directors of the Boston Belting Company, and a director of the Freeman's National Bank of Boston, the National Bank of Boston, and of the First National Bank of Malden. For many years he has been connected with the Malden Savings Band as trustee and vice-president, and since 1887 has been its president. He has been a member of the Standing Committee of the Baptist Church Society for several years, serving often as its chairman. At the present time he is chairman of the Middlesex Republican Committee, and of the Sixth Middlesex District Senatorial Committee. Mr. Pierce is well known all over the Commonwealth as an honorable citizen and a man of the strictest integrity. The numerous positions of public trust that he has held, and his high standing in the manufacturing and financial circles of the Commonwealth, are striking evidences of his ability.



JAMES PIERCE.

HENRY WINN, who has just been elected mayor of the city of Malden at the age of fifty-four, was born in Whitingham, Vt., and was graduated at Yale in 1859. He studied law in the Harvard Law School and in the office of Attorney-General Foster, and was admitted to the bar at the age of twenty-two. The next year he was assistant to the attorney-general, in whose absence he had entire charge of the business of the office, and the heads of the departments at the State House wrote to Charles Sumner: "His judgment and ability have been relied upon in the decision of such legal questions as have arisen in any of the departments." Governor Andrew wrote: "He has extremely well performed the duties of his office. At twenty-three he was made clerk of the Committee on Foreign Relations of the United States Senate, and as such drafted bills passed by Congress." Mr. Sumner wrote of him, that he had performed his work ably and satisfactorily, and commended him to the regards of good men, and said: "I add my conviction that he will succeed because he deserves to succeed." While with the attorney-general he originated, at the request of a legislative committee, a new method of taxing savings banks, which was adopted and became the foundation of the present system of taxing corporations in Massachusetts. Mr. Winn left his office with a letter of the adjutant-general to raise a regiment in Western Massachusetts. This regiment became the Fifty-second Massachusetts Volunteers, and he served as major. When under fire at Port Hudson his gallantry was conspicuous, and he was recommended for promotion by the generals of his brigade and division. After his service he did not resume his profession at once, but entered business, as he said, to make some money first and then practise. He succeeded, but lost it, while living in New York, through the wreck of a steamship he owned in the Caribbean. After returning to Massachusetts he served in the lower branch of the Legislature in 1877, receiving every vote but eight in his district. The next year he was elected to the State Senate, receiving the largest majority ever given a candidate for the office in the Franklin County District. While in the Senate he was chairman of every committee on which he served, and the bills drafted or reported by him in one of the sessions amounted to more than one seventh of the whole volume of laws. In 1887 he left Franklin County to practise his profession in Boston, making his home in Malden in 1889. Disgusted with the use of money by public men to secure place, and the opposition of his party to his and other proposals, he has recently joined the People's party, with the hope of starting a reform party on economic lines, and was the candidate for governor in the campaign of 1892. His opinions on the subject of taxation carry great weight, and have been adopted in various laws of this and other States. Mr. Winn is noted as a profound and original thinker, and when aroused is a powerful public speaker. He has amply fulfilled the prediction made concerning him many years ago by Charles Sumner.

HENRY WINN.

ELISHA SLADE CONVERSE, the third son of Elisha and Betsey (Wheaton) Converse, was born in Needham, Mass., July 28, 1820. When he was four years of age his parents removed to Woodstock, Conn. Spending his childhood there, under the wholesome restraint and kindly influences of New England rural life, he was trained in habits of industry and integrity, and in the essentials of an English education. In his thirteenth year he was sent to Boston, that he might have the advantage of its superior schools. He remained there until sixteen years of age when he returned home. During the next three years he learned the trade of a clothier, and when nineteen years old he engaged in that business on his own account in the village of Thompson, Conn., continuing there five years. In 1844 he again went to Boston, where he made a change to the wholesale shoe and leather trade. The business was new to him, but he soon familiarized himself with all its details, and during his connection with it the reputation and success of the firm became well established. In 1847 he removed his place of residence to Stoneham, Mass., and in 1849 to Malden, where he has ever since resided. In 1853 he accepted the office of treasurer of the Malden Manufacturing Company. Early in 1855 this company's corporate name was changed to that of the Boston Rubber Shoe Company, when, by the earnest solicitation of the directors, he was induced to relinquish his previous business, and, in addition to the office of treasurer, to assume that of buying and selling agent. These offices he has held to the present time, and the direction and control of all operations, both of the factories and stores of this immense concern, have been unreservedly intrusted to his care. Mr. Converse is also actively interested in very many other enterprises, which have the benefit of his business sagacity and experience. He is president of the First National Bank of Malden, of the Rubber Manufacturers' Mutual Insurance Company, of the Malden Hospital and of the Standard Stave and Cooperage Company, director of the Exchange National Bank of Boston, trustee of the Five Cent Savings Bank, of the Malden Public Library, of the Soldiers' Home, and a member of the Board of Trustees of Wellesley College. He has served the Commonwealth two years (1878-79) in the House of Representatives and two years (1880-81) in the Senate. In 1882, when Malden had been incorporated as a city, he was, by universal acclaim, awarded the honor of serving as its first mayor. His administration gave general satisfaction to the citizens, regardless of party. Mr. Converse is a successful business man, active in thought, untiring in work and conservative in method. He was, on the 4th of September, 1845, married to Mary D. Edmunds, daughter of Captain Hosea and Ursula Edmunds, of Thompson. Their children are: Frank Eugene (deceased), Mary Ida (wife of Costello C. Converse), Harry Elisha and Frances Eugenia. The church connections of Mr. Converse are with the First Baptist Society of Malden.

ELISHA S. CONVERSE.

JOSEPH FURNALD WIGGIN, son of Joshua and Dorothy (Furnald) Wiggin, has served four years as mayor of Malden. He was born in Exeter, Rockingham County, N. H., March 30, 1838. His elementary education was received in the common schools of Exeter. He then spent three years in Phillips Exeter Academy and fitted there to enter college one year in advance of the regular course. Instead of going to college he entered the Harvard Law School and remained there one year. He then studied law in the office of Hon. William W. Stickney, of Exeter, N. H., and was admitted to the bar in Rockingham County, N. H., in 1862. He practised law in Epping, N. H., one year, when he removed to Exeter, and practised there until 1880. He then moved to Malden, where he now resides. He is at the head of the law firm of Wiggin & Fernald, with an office on State Street, Boston. He was married in Milton, July 6, 1868, to Ruth Hurd, daughter of Thomas and Deborah C. (Allen) Hollis. Of this union were ten children, of whom nine are now living: Ruth H., Joseph, Thomas H., Deborah A., Walter, Margaret E., Harry, J. Hollis and Helen Wiggin. From 1871 to 1876 Mr. Wiggin was judge of probate for Rockingham County, and in 1877 he was appointed one of the commissioners to compile and revise the public statutes of the State of New Hampshire. Soon after coming to Malden, Judge Wiggin began to take an active interest in the welfare and progress of the city, and although he sought no public or political office, his services were soon in demand, and in 1885 he was elected a member of the School Board. As member of this board he took a most active interest in, and exerted a strong influence upon, the educational affairs of the city. He was re-elected to the School Board the following year and in 1887 was chairman of the board. While holding this important position he was nominated at the Citizens' Convention for the highest office in the gift of the city, and he was elected mayor by an almost unanimous vote. As mayor of the city he managed its affairs with such prudence as to win the respect and confidence of all classes of the city, and more especially of the taxpayers, because of his financial ability and his conservatism in the expenditure of the appropriations. His administration was warmly endorsed by the leading citizens, and he was renominated and re-elected the three following years without opposition, making four years that he served the city as chief magistrate, which is two terms more than any of the previous mayors had served. Under his prudent administration the city has increased rapidly in population and wealth, the population having increased from eighteen thousand to nearly thirty thousand. Judge Wiggin, soon after retiring from the office of mayor was elected city solicitor, and the city is still enjoying the benefit of his valuable experience and conservative judgment. There is not a more popular man in Malden than he, and his services are always at the disposal of his fellow-citizens in connection with any movement that affects the interests of the city.

JOSEPH F. WIGGIN.

MARCELLUS COGGAN, son of Leonard C. and Betsey M. Coggan, was born in Bristol, Lincoln County, Me., in 1847. He followed the sea at an early age, attending a district school during the winter terms. When sufficiently advanced he became a student in Lincoln Academy, New Castle, Me., where, by teaching in the winter and going to sea in the summer, he was enabled to prepare himself for entering Bowdoin College, where he was graduated with honor in 1872. He distinguished himself as a student, and graduated as class orator. The same energy and perseverance which enabled him, in spite of difficulties, to procure a collegiate education, have characterized all his subsequent career. After graduation he filled the position of principal of Nichols Academy, Dudley, Mass., and at the same time served as a member of the School Board for three years in that town. He studied law in the office of Child & Powers, Boston, was admitted to the Suffolk bar in 1881, and entered upon the practice of law in the office of the firm with whom he had studied, remaining with them until 1886, when he formed a partnership with William Schofield, under the name of Coggan & Schofield. Prosperity attended the new firm, and Mr. Coggan built up a lucrative practice, which has steadily increased from year to year. Mr. Coggan became a resident of Malden in 1879, and at once took an active part in the local benevolent and social organizations of the city. For four years he was a member of the School Committee, one year acting as chairman. In 1884 he was an independent candidate for mayor of Malden, and was defeated only by a small majority. The following year, however, he was elected mayor of that city on an independent ticket, and his official career was indorsed by a unanimous re-election the following year. He was held in high esteem as mayor of the city, and his official acts were independent of partisanship, his sole aim being to give the city a clean and efficient administration which should be and was beneficial to all the citizens of Malden. Since his retirement from the office of mayor, Mr. Coggan has devoted himself exclusively to his extensive law practice, but he still takes an active interest in municipal affairs, in 1892 ably advocating the election of the independent ticket as against the present administration. Mr. Coggan has won considerable renown as a lawyer in connection with the famous Trefethen murder case, in which Ex-Governor Long is associated with him. Trefethen was found guilty of murder in the first degree, although his counsel made an admirable defence. Mr. Coggan has been untiring in his efforts to secure a new trial, and has recently finally succeeded, and the case will come up for trial again, when Mr. Coggan will present new evidence going to show his client's innocence. Mr. Coggan was married in 1872 to Luella B., daughter of C. C. Robins, of Bristol, Me. They have three children, Sumner, Linus Child and Florence Lambert Coggan. As an able advocate, and as a public-spirited citizen, Mr. Coggan enjoys the esteem of the community in which he lives.

MARCELLUS COGGAN.

WILLIAM B. DE LAS CASAS is one of the young men who have put new blood into the Democratic party of Massachusetts. Both from his father and his mother he inherits his patriotic interest in public affairs. His father was exiled from Spain for taking part in a revolution to secure constitutional liberty in 1820, and his mother was descended from one of the sons of the Earl of Essex. His paternal grandfather was a brother of Judge Story's grandfather. Mr. de las Casas was born March 3, 1857, in Malden, in the house in which he still lives. He was educated in the public schools of Malden and at Harvard College, from which he graduated in 1879. He taught mathematics two years at Trinity School, Tivoli-on-the-Hudson, and then took a course at the Harvard Law School, graduating in 1884. After one year in the law office of R. D. Smith, in Boston, he opened his present office at No. 40 Water Street. While in the law school he began to develop and build up one of the most beautiful portions of Malden in a way which at once won him a reputation for energy, taste and judgment. At the same time he displayed deep interest in civil service reform as secretary of the Malden Association, and soon after as a member of the executive committee of the Massachusetts League and of the general committee of the National League, which positions he still holds. Until 1884 he was a Republican, but in that year, as secretary of the Malden Republican and Independent Club, and on the stump, he worked for Mr. Cleveland's election. In 1890 he was chairman of the executive committee of the Malden Democratic City Committee, which secured the election of a Democratic representative in the Legislature for the first time in eighteen years. At the same time he was chairman of the Sixth Congressional District Committee, which managed Dr. William Everett's brilliant campaign against Hon. Henry Cabot Lodge, and reduced the latter's plurality of 5,295, in 1888, to 1,040, — less than a majority. The next year he was nominated for the Governor's Council, and won great praise for his plucky though unsuccessful campaign in a strongly Republican district. He is frequently a delegate to Democratic conventions, and in many other ways is at the front of Democratic party movements. Mr. de las Casas has occupied many positions of trust, and has given largely of his time to the public as warden of St. Paul's Episcopal Church, as trustee and member of the Building Committee of the Malden Hospital, and in other ways. He is also a member of the Union Club in Boston, the First Corps of Cadets, the Young Men's Democratic Club, the Reform Club, the Executive Council of the Episcopalian Club of Massachusetts, and of the New York Reform Club. In 1892 Governor Russell appointed him to the Metropolitan Park Commission, charged with the important work of reporting on the opportunity and means of preserving for the people open spaces of unusual natural beauty or usefulness in the neighborhood of Boston. He has travelled widely, and is very fond of Spanish literature.

WILLIAM B. DE LAS CASAS.

HOLLIS RANDALL GRAY was born in the town of Westbrook, Me. (now called Deering), Dec. 6, 1836. His father removing to Boston soon after, he was educated in the public schools there. On leaving school in 1853, he entered the employ of W. P. B. Brooks, furniture dealer, Boston, where he remained until 1861. He then accepted a position as inspector in the Boston Custom House. Inheriting an inclination for public life, he early entered the arena of politics as a stanch Republican. At the age of twenty-one he was elected clerk of Ward Twelve, Boston, in which capacity he served during the years 1858, 1859 and 1860. In the latter year he was elected a member of the Common Council, in which body he served his ward and the city with energy and faithfulness, and would have been re-elected, but he declined a re-nomination to accept an appointment in the Boston Custom House. In 1867 Mr. Gray resigned his position in the Custom House to establish himself in the furniture business, which he still carries on at Nos. 38 and 40 Washington Street, Boston. He was again elected a member of the Common Council of Boston, and served during the years 1868, 1869 and 1870. He was a candidate for alderman in 1870, and for the Legislature in 1876 and 1878. In 1870 he was elected a member of the Water Board, and did valuable service in that capacity for the city. He became a resident of Malden in 1880, and immediately identified himself with the interests of the town. His experience in the Common Council of Boston served him to good effect when he was elected to the Common Council of Malden from Ward Four, in 1885. After serving in that body one year, his ability and deep interest in the welfare of the city were recognized, and he was elected by a large majority to represent Ward Four in the Board of Aldermen, and he was re-elected the two following years. While alderman he was a member of the commission on the increased supply of water from Eaton's Wells, which source is now supplying nearly the entire city. Although a strong Republican in politics, he has always worked hard for the best interests of the public without regard to party, and thereby earned a reputation for courage, fidelity and independence. Socially, Mr. Gray is held in high esteem, and has hosts of friends all over the State. He is a prominent Freemason, being a past master of St. Paul's Lodge of South Boston, where he took his degrees in 1859. He still retains his membership in this lodge. He is also a member of the Royal Arch Chapter of the Tabernacle, and of Beauseant Commandery of Malden. Mr. Gray has been frequently mentioned as a good man for mayor of Malden, and his friends claim that if he desires such an honor that he can have it within a few years. Though the demands of his business are such as to require nearly all his time and energies, Mr. Gray nevertheless continues to take a deep interest in all the municipal affairs of Malden, and belongs to that class of useful, public-spirited citizens who are the backbone of the State.

HOLLIS R. GRAY.

LORIN LOVEJOY FULLER, son of David C. and Maria (Lovejoy) Fuller, was born in Readfield, Me., Jan. 25, 1826; he obtained his early education in the public schools of his native State. In the spring of 1839 he came to Boston, and in 1845 began business on his own account as carpenter and builder. For forty-five years he has been a builder in and around Boston and to some extent a dealer in real estate. For a number of years he resided in Melrose, Mass., which town he represented in the Legislature of 1859. In 1860 he moved to Malden, where he now resides; he served as alderman during the first year of the organization of the Malden city government and was mayor of the city in 1884 and 1885 and again alderman in 1887. His administrations of the municipal government were thoroughly business-like and able, and added no little to his popularity. He was one of the first members of the Water Commissioners and continued on the board for ten years. He has been a member of the Industrial Aid Society from its organization to the present time and is also an active member of the Malden Improvement Association. At the time of the separation of Everett from Malden he was chairman of the committee for the adjustment and dividing of the township property, and his able and satisfactory negotiations gained for him the respect and esteem of his fellow-citizens. He was one of the starters and promoters of the Masonic institutions at Melrose, and has to the present time taken a continued and active interest in all that pertained to the order. He was one of the charter members of Wyoming Lodge, Waverly Royal Arch Chapter, Melrose Council and Hugh De Payen Commandery, and was the first commander of the above commandery. In politics he is a conservative Democrat, always taking a deep interest in all that pertained to the welfare and prosperity of the country, but never acting the partisan, or being influenced by any mere party considerations. During the war of the Rebellion, Mr. Fuller took an earnest and active part in aiding and providing for the soldiers, and was chairman of the committee to provide for and look after Company K of Malden, and on the departure of this company for the South he presented the officers with side-arms and revolvers. Mr. Fuller was married in Sebec, Me., Nov. 8, 1852, to Lucy P., daughter of John J. and Lydia Brown Lovejoy; they have four children, — Henry L., M. Louise, Everett L. and L. Alma Fuller, all now living. Mrs. Fuller died April 11, 1886. Mr. Fuller was again married at Malden, June 26, 1889, to Mrs. Annie W. Hornsby, daughter of Thomas and Lydia Stewart, of Hartland, Me. Mr. Fuller still takes an active interest in the progress and welfare of the city, and was chairman of the building committee of the Malden Hospital, and his knowledge and experience as a builder were of great benefit to the city in this connection. He is still hale and vigorous and may reasonably expect many years more of active usefulness in public and private life.

LORIN L. FULLER.

CLARENCE O. WALKER, chairman of the Malden Board of Aldermen, was born in Portsmouth, N. H., Oct. 30, 1848, and was educated in the public schools of that place. He became a resident of Malden in 1877, and since then he has taken a great interest in the welfare and prosperity of the city. His substantial home is in Ward Three, the wealthiest ward in the city, and ever since his residence in Malden he has been known as an energetic man of business, honorable and upright in all his dealings. In the business and political, as well as in the social and religious life of Malden, Mr. Walker wields a healthy influence, and is very popular among his wide circle of friends and acquaintances. His immense business absorbed his attention the first ten years of his residence in Malden, so that he had but little time to devote to public office. In 1889, however, the citizens of his ward elected him to represent them in the Common Council. His faithful and efficient service was appreciated, and he was re-elected the following year. His two years as councilman gave him a valuable experience in the affairs of the city. The citizens of his ward wanted him to serve them in the upper branch of the city government, and he was elected alderman without opposition. He was again elected alderman, and his fellow-members of the board, recognizing his worth, elected him chairman, in which capacity he always presides with dignity and ability. He is chairman of five important committees of the city government. He is a member of the committees on Police, Fuel, Fire Department, Printing and Accounts. Within the past year Mr. Walker has been frequently mentioned as the right kind of a man for mayor, and the prominent citizens of the city agree that he would make a first-class mayor, as he has all the requisites for that honorable position. His friends claim that within a few years, at least, he can have the office if he wants it. Mr. Walker is recognized in social life as a man of worth. He is a past master of the Mt. Vernon Lodge, Free and Accepted Masons, chaplain of the Tabernacle Chapter, and is a member of the Beauseant Commandery, Knights Templar. He is also an active member of the Young Men's Christian Association, and a deacon in the First Congregational Church. He is prominent in Odd Fellowship, being one of the leading members of Middlesex Lodge. Quiet and unostentatious, he has won the esteem of his fellow-associates in the various organizations with which he is connected, and all respect him as a man of integrity and good judgment. In religious circles he is also held in high esteem, and he has ever shown a willingness to promote or help any worthy project. Mr. Walker is a member of the firm of J. Albert Walker & Co., wholesale coal dealers, with wharves in Boston and Portsmouth, and business office at No. 70 Kilby Street. He has a wife and three boys, and one of the most comfortable homes in Malden. Few men in Malden are more familiar with all the details of municipal government than Mr. Walker, and few have performed more conscientious and painstaking service in the cause of good city government. His popularity is well merited.

CLARENCE O. WALKER.

ALFRED E. COX is one of the best-known men in Malden, and there is probably no man in that city who has lived there even a year who has not heard of "Al" Cox, as he is familiarly called. This is owing to the fact that Mr. Cox has been actively interested in every project of a public nature in which the interests of the city are involved. He was born in Malden, Aug. 31, 1848, his parents being Charles C. and Lucy (Faulkner) Cox, both of whom are still living in Malden. He was educated in the public schools, and even as a boy showed an active interest in the affairs of the town, being a frequent attendant at the lively town meetings which were held twenty-five years ago. In 1870 he entered the service of the Atlantic Works, East Boston, and for several years past he has been the treasurer of that extensive establishment. He was elected a member of the Board of Selectmen in 1875, and re-elected the following year. He has served on many important town committees, including the Committee on the Revision of the Town By-laws, the committees on Cemeteries and Fire-alarm Telegraph. He was elected a member of the School Board in 1880, to fill a vacancy caused by the resignation of a member, and at the next town election was re-elected. For the year 1878 he served the town as auditor. Mr. Cox took a great interest in the city question, and was, in fact, the first citizen to make any practical move toward securing a charter, and he was the leader of the forces which secured a favorable vote for the change in the form of government, and he was a member of the committee which prepared the city charter. Since the organization of the city government he has taken an active interest in all the important questions which have come before the City Council, and was elected street commissioner in 1883, which office he filled one year. In December, 1883, he was elected alderman at large, and was re-elected by an almost unanimous vote the following year. Mr. Cox is an ardent Republican, and is a great political organizer. In Malden it has been generally conceded that the measures and men in which "Al" Cox became interested came pretty near being successful in most instances. Everybody gives him credit for having done a vast amount of work for the progress and welfare of Malden. He is an able and earnest debater, and while serving as alderman he did some effective work, especially as a member of the Highway Committee and the Committee on Street Lights. He has also been president of the Common Council, and is now one of the street commissioners, and the good condition of Malden's highways is in no small measure due to his efforts. His friends claim that he could have been mayor of Malden at any time within the past few years had he consented to allow his name to be used. It is more than likely, however, that he will consent to serve the city as mayor before many years elapse. He is now spoken of as a probable successor to Henry Cabot Lodge. Mr. Cox has a beautiful home in Malden, where he lives happily with his wife and nine children, five girls and four boys.

ALFRED E. COX.

EDWARD OTIS HOLMES, son of Rev. Otis Holmes, was born in the old historic town of Dorchester, Mass., Jan. 5, 1830, of an old family who were early identified with its settlement. Both of his grandfathers were engaged in throwing up the fortifications upon Dorchester Heights, the night before the expected attack by the British. His only brother is Rev. H. M. Holmes, a graduate of Amherst, residing in Ayer, who is agent of the Christian Commission. Mr. Holmes attended school in Dorchester, Mass., and at the Franklin School, Boston, until he was ten years of age, when his parents moved to Gilmanton, N. H. where he attended the academy. He fitted for college at Sandwich Academy, N. H., but having a decided mechanical turn of mind, at the age of twenty he turned his attention to mechanics, more particularly to grinding mills for cereals, but finally to grinding and disintegrating all kinds of minerals, phosphates, paints, spices, cocoas, and in fact every material which required pulverizing, grinding or reducing. After two years' experience as workman and superintendent of a milling establishment in Boston, he bought it out, and in 1861 started life anew as a manufacturer, and he soon increased the business to twice its former proportions. In 1863 John W. Blanchard became associated with him, and this partnership still exists. The business was increased and has, until the present time, been one of the leading manufactories of paint and grain mills, shafting, gearing, etc., in the country. Mr. Holmes has invented several useful machines and devices, some of which are patented, and he has a high standing as an engineer. Soon after attaining his majority he became a resident of Malden, where he now resides, having seen the town increase in population from four thousand (including Everett) to more than forty thousand, and the valuation from three million to thirty million dollars. He holds quite an amount of real estate, believing the investment better than stocks of uncertain value, and far more secure.

EDWARD O. HOLMES.

He has always taken a deep interest in the welfare of the town and city, and has held many important offices, being one of the original projectors and commissioners for the construction of water works. He was chairman of the Board of Selectmen, three years a member of the School Board, five years in the city government, and has recently been appointed on the Board of Street Commissioners. Both as councilman and alderman he took an active interest in all measures that pertained to the welfare and prosperity of the city, and the ability displayed by him reflected to his credit, and he has often been sent to represent his ward. He is a member of the Massachusetts Charitable Mechanic Association, and has several times been appointed on the Board of Judges. His father is still living and is in his ninetieth year, and there are in the family four living generations in regular descent. In politics Mr. Holmes has always been a Republican, and has been chairman and secretary of Republican committees and conventions. He is a prominent member of the First Congregational Church.

CHARLES F. SHUTE is a native of Malden, and was born June 17, 1838. He was educated in the Malden public schools and when a young man became engaged in the leather business in Lynn, where he remained for several years. He subsequently went into the milk trade in Malden, and in this line has built up an extensive business which he still carries on. Several years ago he became interested in the ice business in Melrose with Mr. McIntyre, the firm being Shute & McIntyre. For a number of years past he has been an extensive and successful dealer in real estate, and has built two substantial brick blocks on Ferry Street, which he still owns. As a real estate dealer he has done much to build up Ferry Street and vicinity, and he has become known as one of Malden's substantial citizens. When the subject of changing from a town to a city government was first brought up, twelve years ago, Mr. Shute was one of the leading citizens who took an active interest in the question, and he did his part in bringing about that result, which the majority of Malden citizens now believe to have been a most beneficial change. The city has enjoyed remarkable prosperity since it received its charter, and its government has in general been ably administered. Malden is one of the progressive municipalities of the Commonwealth. When it came to selecting men from the various sections of the city to form the first city government Mr. Shute was unanimously chosen to represent Ward One, where he then resided, as one of the three councilmen from that section of the city. His first term in the Council gave entire satisfaction to his constituents, and he was re-elected by a unanimous vote. He performed good service for the city as councilman and as an active member of the committees on Finance, on Highways and Almshouse and Poor. After two years in the Council he retired for a time from public life, but he has ever since taken a most active interest in the affairs of the city and in the promotion of its welfare and prosperity. His efficient work as a member of the Highways Committee led to his selection as one of the street commissioners, subsequently, and in this capacity he did excellent work for the city. In the fall of 1890, when it came to select two new men to represent the city in the lower branch of the Massachusetts Legislature, he was unanimously selected as one of the men to whom the honor was due, and he was elected by a large majority. He was re-elected for 1892, and served on the committees on Finance and Expenditures, taking rank as one of the most useful members of the House. At the close of the legislative session he was chosen as one of the members of the Legislature to attend, with the governor of the State, the dedication of the World's Fair buildings. In politics Mr. Shute is an ardent Republican, though he has never permitted his public actions to be governed by any considerations of mere partisanship. As street commissioner, as well as in other capacities, Mr. Shute has rendered the city valuable service. He was married in December, 1860, and has a wife and seven children.

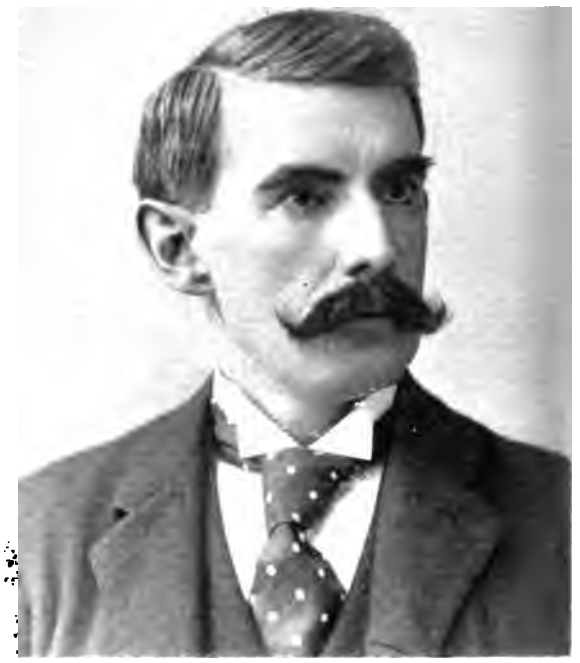
CHARLES F. SHUTE.

CHICOPEE is one of the youngest cities in Massachusetts, having been admitted on Jan. 1, 1891. It is one of the most important industrial centres in the western part of the State, and is somewhat noted as the home of Ex-Governor George D. Robinson. Although a city of between fifteen thousand and sixteen thousand inhabitants, it is so near to Springfield, the metropolis of the Connecticut valley, that it loses some of the prestige that it would otherwise receive. The city as now constituted consists of several flourishing villages, which are still called by their old names: Chicopee Centre, Chicopee Falls and Willimansett. The Centre is situated on the south bank of the Chicopee River at its confluence with the Connecticut River, three and a half miles north of Springfield. Its mills and factories obtain water power from the first-named stream, a rapid water course which, in the course of two or three miles, has a fall of seventy feet. The Falls section of the city is situated on both sides of the Chicopee River, one and a half miles above its mouth, and five miles north of Springfield. A bridge connects the two halves of the place, and pedestrians passing to and fro have a charming view of the river, of the fall over the dam and of the rapids below, checked by another dam at a lower level. There is a great volume of water power utilized by the numerous factories with which the city abounds. Willimansett is a small hamlet at the northerly end of Chicopee Street, on the east side of the Connecticut River and opposite Holyoke. Its interests are chiefly agricultural. The Connecticut River Railroad runs through the centre of the city, and a branch extends up the river to Chicopee Falls.

The city produces great quantities of machinery, bicycles, tricycles, sewing machines, locks, cutlery, bronze statuary, cotton goods, etc. The city has excellent police and fire departments, is well lighted, and has the best of streets. The public schools, supplemented with a free library, are first class and well attended. The evening schools of Chicopee are probably the best in the State. Of the pupils attending the night schools there are two hundred and seventy of all nations, and sixteen teachers are employed in their instruction. The distinction the schools have attained is due to the fact that the city is so largely given over to manufacturing interests. It is here more than anywhere else that all classes mingle, and all nationalities are brought in contact. According to the law, it is compulsory that all illiterate minors who are employed during the day shall take advantage of the opportunity offered by this means of education. Those who do not attend are expelled and deprived of their work during the day at the factories or shops. The State commissioner of education has been pleased to commend the methods and successes of the school work at Chicopee.

One remarkable feature of the place is the fact that it is probably the only city in the country that has no newspaper. This is accounted for by the fact that it is connected so closely with Springfield by electric cars that the residents prefer to rely upon the newspapers of the latter city for their news. Chicopee has a bank of discount — the First National, which has a capital of one hundred and fifty thousand dollars, and a surplus of over fifty thousand dollars — and two savings banks, which have a large number of depositors. The city, formerly called Cabotville, takes its odd name from the river, the original of which was "Chickkuppy." It was at first a part of Springfield, but as the settlement began to grow it withdrew into a settlement by itself. Its early growth was so slow, however, that it was not until 1825 that it was incorporated as a town.

WILLIAM W. McCLENCH, the present mayor of Chicopee, is one of the coming men of Massachusetts. Elected mayor of his native city at the age of thirty-seven, Mr. McClench has proved that a prophet is not without honor in his own country. He was born at Chicopee on April 6, 1854, the son of Joseph U. McClench and Mary A. (Johnson) McClench, a native of East Weare, N. H. The young man came from sturdy stock. His father was born in Fayette, Me., in 1813, and went to Chicopee in 1837, when the great industries of that place were being started, and when Chicopee was a part of Springfield, known as Cabotville. He was educated in the public schools of his native town and at Tufts College, going from the Chicopee High School to the college in 1871. He was graduated from Tufts in 1875. After his college days were over he taught school for two years, — one year at the Hitchcock Free High School at Brimfield and another year as principal of the Ware High School. He then entered the law office of Stearns, Knowlton & Long at Springfield, where he read law until his admission to the bar in 1878. He was then associated in Chicopee with the Hon. George M. Stearns, in the practice of law for eleven years, being counsel for the town a greater part of the time. After this he moved his office to Springfield, and formed a law partnership with Judge Gideon Wells and Jonathan Barnes, under the firm name of Wells, McClench & Barnes, but retaining his residence in Chicopee. For several years he was chairman of the School Board of Chicopee, and also of the Board of Registrars of Voters. He received the nomination of both of the big political parties for mayor in 1891, being unanimously elected the second mayor of the city. He is also a member of the Board of Trustees of the Hitchcock Free High School of Brimfield, and was for two years a member of the Supreme Lodge, Knights of Honor, as a representative from Massachusetts. Mr. McClench is also a prominent Mason. In 1880 Mr. McClench was married to Miss Katherine A. Hill, the only daughter of Sylvester B. Hill, of Chicopee, one of the most prominent business men of the place, and for many years connected as contractor and otherwise with the famous Ames Manufacturing Company. Mr. McClench is connected with the Unitarian Society at Chicopee, and is chairman of the Standing Committee of the society. In politics Mr. McClench was a Republican until 1884, when he joined the Democratic party. A warm admirer of Grover Cleveland, he supported him for election upon the stump, and has ever since that campaign been a stanch Democrat. He has been an earnest advocate of tariff reform, and has participated actively in all State and national campaigns since he became a voter. In 1892 Mr. McClench was the Democratic candidate for district attorney for the Western district, comprising Hampden and Berkshire. He is regarded throughout the State as one of the strongest men in public life in Western Massachusetts, and his friends are confident that the future has many honors in store for him.



WILLIAM W. McCLENCH.

GEORGE SYLVESTER TAYLOR, Chicopee's first mayor, is one of the most respected and most influential citizens of the city. A resident of what is now Chicopee since 1828, no citizen is held in higher esteem or more honored by the people of his city. When Chicopee was made a city, in 1891, Mr. Taylor was the citizens' candidate for mayor, and was elected without opposition. He has been a justice of the peace since 1845, and was special justice of the Chicopee Police Court until 1859, when he was elected a member of the lower branch of the Massachusetts Legislature, to represent his town. He was elected to this office for two years in succession. In 1869 he was elected a State senator, and served one term. In the Legislature he was an efficient and conscientious worker, leading the other members from Western Massachusetts in pushing the interests of his section of the State. For two years he was an assessor of the town of Chicopee, and for three years a member of the Board of Selectmen. He is also president of the Chicopee Falls Savings Bank. In business and private life Mr. Taylor has been equally as distinguished as he has been in politics. He was born in South Hadley on March 2, 1822, the son of Sylvester and Sarah (Eaton) Taylor. On his mother's side he is a descendant of the famous Chapin family, one of the oldest families in Western Massachusetts. He went to Chicopee (then a part of Springfield), with his family, in 1828, where he has lived ever since. He was dependent upon the schools of the town for his education, with the exception of a finishing course at the school kept by the Rev. Sanford Lawton in Springfield. In 1839 Mr. Taylor entered the store of Colonel Bryant, where he was a clerk for two years. In 1842 he entered the store of S. A. Shackleford & Co., soon afterwards becoming a partner. This was upon his becoming of age, in 1843. The name of the firm was then changed to Shackford & Taylor. This firm continued in business twenty years, after which Mr. Taylor entered into the agricultural tool business, under the firm name of Belcher & Taylor. This company continued nearly two years, when the stock company of the Belcher & Taylor Agricultural Tool Company was incorporated. Since that time Mr. Taylor has been the treasurer, and since Mr. Belcher's retirement, in 1866, he has also been the agent of the company. Under his able management the business has become very prosperous. Mr. Taylor is also president of the Chicopee Falls Building Company. He is a prominent member of the Congregational church, and has been one of the deacons since June 20, 1857. He was superintendent of the Sunday-school from May 8, 1848, until May, 1873, when he resigned, after twenty-five years of faithful service. Mr. Taylor was married in 1845 to Miss Asenath B. Cobb, of Princeton, Mass. He has one daughter and three sons living, having lost two sons and one daughter. In the development of the natural resources of Chicopee and in the advancement of the interests of the municipality Mr. Taylor has been one of the potent factors.

GEORGE S. TAYLOR.

GEORGE MUNROE STEARNS is one of a small number of lawyers in Western Massachusetts whose professional reputation extends all over New England. He is one of the most eloquent and witty orators in the country. He was born at Stoughton, Norfolk County, April 18, 1831, the son of William L. and Mary (Munroe) Stearns. His early education was obtained in the common schools of the town of Rowe, where his father was settled as pastor of a Unitarian parish. After being graduated from the public schools there he took a course at the academy at Shelburne Falls. Mr. Stearns decided long before his school-days were over that the profession of law was his field in life, and on leaving school he entered the office of the late Judge John Wells, at Chicopee, where he pursued his legal studies. He was admitted to the Hampden County bar in April, 1852, and immediately entered into partnership with Judge Wells. This partnership was continued until Judge Wells removed to Springfield, after which Mr. Stearns continued alone for several years. Later, Mr. Stearns formed a copartnership with the late Hon. E. D. Beach, and after that with Hon. Marcus P. Knowlton, judge of the Supreme Judicial Court, and C. L. Long. This partnership continued for some years. Since 1878 he has continued in practice in Chicopee. Mr. Stearns held a commission as justice of the peace and quorum and notary public for several years. He was elected a representative to the General Court from Chicopee in 1859 and was appointed one of the Committee of Thirty who reported the revision of the statutes in 1860. In 1871 Mr. Stearns was elected to the Senate, serving on the Committee on Railroads. In 1872 he was elected district attorney for the western district, which office he resigned after holding it for over two years. In February, 1886, Mr. Stearns was appointed United States attorney at Boston, which office he also resigned after seventeen months. In politics Mr. Stearns is a Democrat, and has frequently been a delegate to State conventions. He was a delegate to the National Democratic Convention, in 1872, where he favored the nomination of Horace Greeley. Mr. Stearns was candidate for lieutenant-governor on the ticket with John Quincy Adams, and also for the same place when Charles Sumner was nominated by the Democrats, but when the latter declined, Mr. Stearns also withdrew. Mr. Stearns married Emily Caroline, daughter of Erasmus D. and Caroline (Bullard) Goodnow, at Brooklyn, N. Y., May 17, 1855. Their children were: Mary Caroline and Emily Spaulding Stearns, the former dying at the age of twenty-eight and the latter at twelve. Mr. Stearns is a grandson of Charles Stearns, D. D., of Lincoln, who was made doctor of divinity by Harvard, and was one of the ablest and most learned men of his day. He was at one time offered the presidency of Harvard College, but declined it, because he considered it his duty to remain with the little parish at Lincoln, though his compensation was but four hundred dollars a year.

GEORGE M. STEARNS.

A. H. OVERMAN, president of the Overman Wheel Company, of Chicopee Falls, had an idea when he was a boy, and long before the bicycle of to-day was thought of, that mankind should have some means of locomotion for which the motive power should be contained within himself. This idea was possibly suggested by the velocipede of that period, which was not only a clumsy vehicle, but was far from speedy. The result of this train of thought is his position to-day at the head of the greatest wheel manufacturing company in the country. Mr. Overman was born in Fulton County, Ill., in 1850, his father being Cyrus R. Overman, president of the Illinois State Horticultural Society, and the leading wholesale nurseryman of the State. Mr. Overman was educated at the State Normal University of Illinois. He went to Chicago when twenty years of age, where he accepted a position with Jansen, McClurg & Co., wholesale book and stationery dealers, with whom he remained until he had perfected his plans for becoming a bicycle manufacturer. He then resigned his position and sold his home, against the protest of his friends, to come East, where the conditions of labor were more suitable for his purpose than where he was. While with this house, however, Mr. Overman constantly studied the possibilities of his project, and spent his spare time in making models of his own invention, which were of no little value to him when he went into the business in earnest. Mr. Overman went from Chicago to Hartford, Conn., where he matured his plans. He then went to Chicopee Falls, where the corporation he formed while at Hartford erected a building two stories in height, and covering an area of about two thousand feet, and began business with about thirty men. As a result of Mr. Overman's able management, the corporation now has a building more than twenty times the size of the original, in addition to several smaller buildings, and employs about twelve hundred men. For some time when he first began, Mr. Overman had his wheels constructed by contract, but now claims that his is the only concern in the world which builds the entire bicycle. In 1891 Mr. Overman offered to give $10,000 to the League of American Wheelmen in case any other manufacturers of bicycles could prove that they manufactured every part of their wheels in their own factories, providing any competing party would agree to forfeit the same amount in case they failed. No one accepted his challenge. Mr. Overman is a thorough master of every part of his business, and is at his manufactory every day, looking after mechanical details. He is the inventor of many of the devices of which his wheel is made, but is constantly buying up improved patents. He has a board of experts who do nothing but experiment and invent parts of bicycles and he himself is thoroughly conversant with all the intricate minutiæ of the various branches of the business. Mr. Overman married Miss Millie E. Benton, of Normal, Ill., in 1873, and they have three children, — Marjorie, Max and Edward Overman.

A. H. OVERMAN.

EMERSON GAYLORD, although not a veteran of the late war, is one of the heroes of that war. An incident that occurred at the very start of the Rebellion tells the whole story. Mr. Gaylord, who was at that time a manufacturer of military accoutrements, had been manufacturing supplies for nearly every State in the Union and had, before there was any expectation of war, received an order for a large consignment of military accoutrements for the Southern States. The day Fort Sumter fell he had the order finished. That afternoon he received a telegram from Colonel Thornton, commanding at Governor's Island, N. Y., asking him to ship to the government all goods on hand and all in process of construction. Soon afterward a message was received from Governor Andrew with the same request for Massachusetts. Mr. Gaylord resolved to divide the accoutrements equally between the government and the State. Before night a noted speculator from New York offered $5,000 more than he would otherwise receive for the stock. Mr. Gaylord, realizing that the accoutrements would go to the South, refused the offer and sent the goods to the government. The demands of the government for this line of goods became so large that he was compelled to erect new buildings, increase his force of employees to four hundred and fifty men, and ship from $18,000 to $20,000 worth of goods every week. Mr. Gaylord was born at South Hadley, Mass., Sept. 2, 1817, the son of Josiah and Lucretia Smith Gaylord. His father dying when he was seven years of age, he was early left to depend upon his own resources. At seventeen years of age he was apprenticed to learn harness making. An apprentice in those days was called upon to do chores and render other assistance, and young Gaylord, finding he had so much other work to do for his employer, after two months began to learn the shoemaker's trade. Soon afterwards he purchased his time for fifty dollars and paid a Mr. Ely one dollar a week to teach him the art of making first-class gaiter boots. At twenty-one years of age he had saved forty dollars. He continued in the shoe business until 1840, and in 1841 he went to Chicopee where he entered the employ of the N. P. Ames Company, manufacturers of cannon swords and military accoutrements. He was employed in the latter department, and in 1843 took charge of it. In 1856 he purchased the department and added to it the manufacture of leather hose and machinery belting. In April, 1863, Mr. Gaylord organized his establishment into a stock company, of which he became president. After the Rebellion the business was chiefly confined to cabinet locks and regulative and society swords of the finest workmanship. In 1881 he sold out his interest to the stockholders and retired from active business. He has been a director of the First National Bank of Chicopee for about thirty years, and has been president of the bank since 1880. In politics Mr. Gaylord has always been a Republican. He was a member of the House in 1866 and a member of the Senate in 1880 and 1881.

EMERSON GAYLORD.

THOMAS CLARK PAGE is as good an illustration of a self-made man as it is possible to find. Starting the battle of life without even the advantages possessed by the ordinarily poor boy, he has erected for himself a monument of success that will ever stand as an illustration of what creditable ambition and well-directed energy can be made to do. He was born in Hollis, York County, Me., April 23, 1832, the youngest son of James and Eliza (Woodman) Page. Eight years later his father died, leaving his mother with seven small children and no means of support. At this eventful period in his life Thomas Clark Page went to work on a farm with an uncle, where he was permitted to attend school only on rainy days or at such times as he could be spared from the work on the farm. Three years later he was apprenticed to a shoe manufacturer at Haverhill, Mass., by whom he was allowed to attend school three months in the year. Two and a half years later he was given his time, and he went to Saco, Me., where his mother was then residing. Here he continued making shoes and attending the public schools. At the age of eighteen years he decided that the trade he had learned did not offer the field for advancement that he aspired to, and he apprenticed himself to a machinist, with whom he remained three full years. In April, 1853, just after becoming of age, Mr. Page went to Holyoke, Mass., where he worked as a journeyman machinist four or five years. In 1857–58, during those hard times when nearly all the shops closed, Mr. Page embraced the opportunity to start a repair shop. He commenced business with one engine lathe and with just room enough to set the lathe and a vise and bench. From this modest beginning what is now one of the largest machine works in New England has grown, although Mr. Page has long since severed his connection with the concern. In 1865 he became interested in the knitting machine invented by I. W. Lamb, and recognizing its merit, purchased an interest in the patents. He then began the manufacture of these machines at Rochester, N. Y. In 1867 he purchased the real estate and machinery of the Massachusetts Arms Company at Chicopee, organized the Lamb Knitting Machine Manufacturing Company, and began the manufacture of the machines on a large scale. Since that time Mr. Page has been managing agent of the company and for the most of the time treasurer. He has been a life-long Republican in politics. but has always refused to accept any political office. In private life Mr. Page has been a model and public-spirited citizen. He is a prominent Mason, having taken all the degrees up to and including the thirty-second. Since the organization of the Chicopee Falls Savings Bank he has been a vice-president of that institution. Mr. Page's success in life has not been due to any fortunate external circumstances of birth and training, but to his own inherent ability and energy. His career is one of many in the industrial world of New England, showing what splendid opportunities she offers to brains.

THOMAS C. PAGE.

EDWARD BELLAMY is one of the few men in the country who awoke one morning to find himself famous. Mr. Bellamy was a journalist, and had written several very noteworthy magazine articles, and two or three novels, before he produced "Looking Backward," but until this book appeared, in January, 1888, very few people had more than a vague recollection of the name when they saw his signature to a magazine article or his name on the cover of a novel. With the last-named work Mr. Bellamy sprang into prominence, and his work to-day is evidence that this prominence will not diminish. The sales of "Looking Backward" reached four hundred thousand in America, almost as many in Great Britain and probably quite as many in Germany. Translations soon appeared in Danish, Swedish, German, Dutch, French, Italian, Russian, Polish, Hungarian and other languages. Mr. Bellamy has lived at Chicopee Falls almost continuously since his birth, in 1850. He is a descendant of Rev. Dr. Joseph Bellamy, a famous theologian of the time of the American Revolution. On the other side of the house his grandfather was the Rev. Benjamin Putnam, a prominent man in the Baptist denomination. His father, the late Rev. R. K. Bellamy, was pastor for thirty-five years of the Baptist church at Chicopee Falls. Edward Bellamy's early education was obtained at home, followed by a partial course at Union College, a year of European travel, and a course of law. He was admitted to the bar of Hampden County, of which he is still a member, though he has never practised. The appetite for literary work spoiled a good lawyer in Mr. Bellamy, and he abandoned the profession for which he had fitted himself, in favor of journalism. In 1871 he joined the staff of the New York *Evening Post*, then under Charlton Lewis. In 1872 he left the *Post* to accept a desk on the Springfield *Union* as literary editor and editorial writer. Mr. Bellamy remained with the *Union* four years, when he made an extented trip to the Sandwich Islands, for the purpose of recuperating his somewhat impaired health. Mr. Bellamy's first work of fiction was "A Nantucket Idyl," and it brought the author into more prominence than has any of his subsequent works, excepting "Looking Backward." His second effort was "Dr. Heidenhoff's Process," which appeared as a serial in the Springfield *Union*. This was followed by "Miss Ludington's Sister." Mr. Bellamy has also written much other matter, continuing his series of short stories in the magazines. Since the publication of "Looking Backward" he has wholly devoted his time to speaking and writing in advocacy of the plan of social organization set forth in that book, and known as Nationalism. In 1891 he founded a weekly newspaper in Boston, called the *The New Nation*, for the more effective promulgation of these ideas. Mr. Bellamy was concerned in the organization of the People's party in Massachusetts. In the national campaign of 1892 Mr. Bellamy was a presidential elector-at-large on the People's party ticket of Massachusetts.

EDWARD BELLAMY.

WILLIAM M. E. MELLEN, M. D., the leading physician of Chicopee, and one of the delegates to the Tenth International Medical Congress at Berlin, Germany, is one of the eminent men of Massachusetts whose success in life is due almost entirely to their own energy and ability. He was born in Worcester, Mass., April 6, 1848, the son of James and Margaret T. Mellen. His father died before the subject of this sketch was able to take care of himself, and his mother, a most refined woman, was left with three children and in rather poor circumstances. Dr. Mellen, in his boyhood, attended the public schools of Worcester, and being desirous of obtaining a more substantial and practical education, worked for some time as an iron moulder in the foundries of his native town. In this manner he obtained funds to enable him to begin the study of medicine at the University of Michigan. While at the university he showed marked ability as a student, accomplishing with ease and speed what required hours of hard work for his classmates. He obtained some assistance in his work by studying with Dr. Riley, of Adams, and completed his medical course in 1876, at which time he was graduated from the university. After his graduation he first practised medicine in Northampton, Mass., and after remaining there one year, moved to Chicopee, where he has since practised his profession. In the medical profession he stands high, as is seen in his success in dealing with critical cases. He has performed a number of difficult surgical operations, and is often summoned as consulting physician. It was in 1890 that Dr. Mellen was chosen a delegate to the Tenth International Medical Congress in Berlin. In company with Dr. Fox, an eminent physician, he visited the leading hospitals of London and studied some of their methods of operating. He also visited hospitals in Edinburgh, Glasgow, Bavaria, Vienna, and in cities in France. As a citizen of Chicopee he has been called to some of its highest offices. He was a member of the School Board for three years, was for one year chairman of the Board of Health, and has been city physician. His work in each of these positions only served to prove his capability to fill more important positions, and in 1891 he was elected to the Board of Aldermen, and in 1892 became chairman of the board. As a municipal officer he has acted as chairman of nearly all the important committees, among them the committees on Highways and Bridges, Fire Department, Police, Ordinance, Street Lighting, and Sewers. His executive ability and his knowledge of municipal affairs are acknowledged by all. In politics Dr. Mellen is a Democrat. He was sent as delegate to the National Democratic Convention held in Chicago in 1892, and has also been delegate at large to nearly all of the State conventions of his party since he entered public life, and has taken a prominent part in them. In 1883 Dr. Mellen married Kate M. Burke, the only daughter of Patrick Burke, a prominent citizen of Chicopee. They have one daughter.

WILLIAM M. E. MELLEN.

EUGENE J. O'NEIL is one of the most popular young men in Chicopee, being the only man whom the city has ever honored by sending him as representative to the Massachusetts General Court for three consecutive terms. Mr. O'Neil was born at Chicopee Falls, Feb. 29, 1856, and has been signally honored for a young man who is not yet in his prime. He was educated in the public schools at Chicopee Falls. He entered the employ of the Chicopee Manufacturing Company at an age when most boys are still at school. He began as bobbin boy, and gradually worked up from the lowest position in the mill to second hand in the weaving department. In 1883 Mr. O'Neil was made a flattering offer by the Canada Cotton Manufacturing Company of Cornwall, Ontario, to go there as over-overseer. Mr. O'Neil was only twenty-six years of age at this time, and he accepted the offer. He remained in Canada only about a year, however. At the expiration of that time he decided that the prospects in the United States were much better than in Canada, so he returned to Chicopee Falls, and began looking about for an opportunity to go into business for himself. It was not long before he hit upon the idea of beginning the manufacture of tape and narrow fabric, and he immediately proceeded to carry out the project. He secured a small factory at South Hadley and began operations. The venture was a success from the very start. It was not long before he required more room, and then he removed his business to Chicopee Falls, where he has since conducted it.

EUGENE J. O'NEIL.

Mr. O'Neil is an ideal type of man for a candidate. He has an uncommonly shrewd political judgment, is endowed with no little ability, and has mastered the secret of the art of being popular with the people of all parties. He was elected representative upon nomination of the Democrats in 1890, and he made an excellent record in the Legislature. He was renominated in 1891 and re-elected. An attempt was made to defeat him for a third term, in accordance with the usual custom, and it resulted in one of the most interesting caucuses ever held in Chicopee, Mr. O'Neil receiving an overwhelming majority. Mr. O'Neil's political popularity was gained by his famous fight for the Willimansett Bridge, and his success was considered a great victory for the people. He has always paid personal attention to the interests of the people whom he represented in the Legislature. Mr. O'Neil is the son of William and Joanna (Curran) O'Neil. On Dec. 27, 1881, he married Mary A. Hederman, daughter of Edmond and Joanna (Lynch) Hederman. Mr. O'Neil is prominent in church and social circles. For ten years he has been organist of St. Patrick's Church, of which he is also a member. He is also a teacher of music. He has been connected with the Father Mathew Temperance Society for twenty two years, and was its president for many years. Not many young men in the State have been such useful citizens and rendered such valuable services to the community. Mr. O'Neil's success in business affairs has been founded on his own talents and industry.

DANIEL DUNN is one of the most prominent and respected citizens of Chicopee Falls, — a man who has often been called upon to serve the public, and who has always generously responded to the call. He is a type of that class of public-spirited citizens who believe that the welfare of their country should take the precedence over personal and business affairs. Mr. Dunn has been eminently successful, both in his private and his public life. He was born, June 3, 1835, in the parish of Aughavoe, Queen's County, Ireland, the son of Daniel and Margaret (Bergan) Dunn. He came to this country with his parents in 1851, his school-days having been confined to the earlier years in his native country. The family went to Paterson, N. J., on their arrival in this country. There, with his father and brothers, he began work in Morrow's woollen mill. In 1859 Mr. Dunn accepted a position at Malden, Mass., as overseer in the finishing department of Cochran & McAllister's print work. He went to Chicopee Falls in 1862, where, for twenty-eight years he was overseer of the Chicopee Manufacturing Company's finishing department. For a number of years he conducted a hardware and grocery business in Chicopee Falls. He is now retired from active business. Mr. Dunn has always been a shrewd business man. He has, at various times, been interested in a large number of enterprises, and is closely identified with the material growth of the city. Since his retirement from business he has remained a stockholder in the Chicopee Manufacturing Company and in other concerns. He is a large real estate owner in Chicopee and in Springfield, his combined property being valued at about $100,000. Mr. Dunn has lived in Chicopee Falls for thirty years. In politics he has always been a Democrat. Before the city was incorporated he served the town as selectman, and has been a trustee of the Chicopee Falls Savings Bank since its organization. He has also been a member of the Father Mathew Temperance Society for the past twenty-four years, and has been president of St. Patrick's conference of the St. Vincent de Paul Society since its organization, fifteen years ago. Mr. Dunn is also treasurer of Particular Council of St. Vincent de Paul Society of Springfield, and for twenty years has taken an active interest in the Sunday-school of St. Patrick's Church at Chicopee Falls. Mr. Dunn married Miss Catherine E. Mahoney, of Boston, Feb. 12, 1868. They have had five children, the two oldest of whom — Daniel and Mary — are dead. Of the living, Margaret, aged twenty-one, a graduate of Notre Dame College of Roxbury, Mass., is at home; William, aged twenty, educated at Holy Cross College, Worcester, Mass., is in company with W. F. O'Neill in the clothing business, and Callistus, aged sixteen, is still attending school. Mr. Dunn, while not neglecting his duties to his adopted country, has always taken a lively interest in the welfare of his native country, and has been one of the active supporters of the Irish National cause. In church work at Chicopee Falls Mr. Dunn has been very prominent.

DANIEL DUNN.

# NORTHAMPTON

NORTHAMPTON, or as it is familiarly known throughout the Connecticut valley, the "Meadow City," was founded in 1653, when settlers at Springfield, Hartford and Windsor petitioned the General Court for permission to plant a settlement at Nonotuck, the Indian name by which the site of the present city was then known. John Pynchon, the son of the founder of Springfield and Roxbury, and his son-in-law, Elizur Holyoke, with Samuel Chapin, fostered the scheme; the petition was granted, and they were appointed commissioners to lay out the new settlement. The land was purchased, but only eight of the twenty-four petitioners settled there. The Indian grantors remained friendly until King Philip's War, when they joined the hostile savages, but the town suffered only one attack. The savages, however, kept the settlers uneasy almost until the breaking out of the Revolutionary War, in which the town sustained its part, as it did in the later struggles of the country.

Excepting these events, the experience of the town, during the latter part of the eighteenth century and beginning of the present one, was much the same as other New England settlements, the town continuing to grow until, in 1824, it was the largest in the State. Now it is a city of about fifteen thousand population, and is accorded the twenty-fifth place among the cities of the "Bay State," but still ranks with the leaders in the beauty of its surroundings and intellectuality of its atmosphere.

The city is beautifully situated on the Connecticut, seventeen miles above Springfield, under the very brows of Mount Tom and Mount Holyoke. Edward Everett once described the view from the city as finer than that on the Rhine or from the summit of Mount Blanc. But more to Northampton's glory is the fame of her institutions and her sons. Foremost among the former is Smith College, for girls, which was founded under the provisions of the will of Miss Sophia Smith, of Hadley, who left $100,000 for the purpose, in 1870. The first building was completed in 1874, and since then many fine structures have been erected, until now the college campus is dotted with handsome buildings, and six hundred girls are educated there. Along the same line is the Mary A. Burnham Classical School for girls, the Round Hill School for girls, over which Bancroft, the historian, presided for years, and a model high school. Another important educational institution is the Clarke Institute for Deaf Mutes, endowed by John Clarke in 1867, and to which he gave $275,000.

The State is also vitally interested in the city, for the State Lunatic Hospital, a magnificent building situated in an iron-fenced park of four hundred acres, is located there. The Dickinson Hospital is a monument to the memory of Caleb Cooley Dickinson. Another institution is the Shady Lawn Sanitarium, which is designed for wealthy invalids. A memorial hall and public library are also features of the city. A fitting conclusion to this list is a mention of the Smith charities, which have proved a godsend to many people. The charities were founded by Oliver Smith who, in 1845, bequeathed to the care of eight trustees the sum of $200,000, which was to be left until it had doubled. Of this amount $30,000 was set aside until 1905, when it is to found the Smith Agricultural College; $360,000 was reserved, the income from which is to be paid to apprentices, young women and indigent widows, while the remainder forms a contingent account to defray expenses. The will went into effect in 1848, and since then more than $1,200,000 has been paid out as provided.

Northampton is the birthplace of many men prominent in the affairs of the State and nation. Among the former were Caleb Strong, an early governor of the State; Isaac Bates, congressman; Elijah H. Mills, congressman and senator; Rev. Dr. Timothy Dwight; Benjamin Tappan, jurist; Phineas Allen, editor; George H. Clark, poet; Henry Lyman, author; Josiah Dwight Whitney, geologist; William Dwight Whitney, philologist; Austin Flint, author and physician; while William Cullen Bryant, Historian George Bancroft and Jenny Lind were prominent figures on her streets in the early part of the century, and William Lloyd Garrison often expounded his abolition theories to the citizens of the place. George W. Cable now lives there. The chief historical events of the century were the Mill River flood in 1874, when one hundred and thirty-six lives were lost, and the great Northampton National Bank robbery in 1876.

JOHN B. O'DONNELL, mayor of Northampton, was born in the county of Kerry, Ireland, Sept. 8, 1846, and is the son of the late James and Bridget (Herlihy) O'Donnell. Mayor O'Donnell was married to Bridget T. Coughlin in 1869, but his wife died in 1887, leaving him with five children, all boys, who are now living. Two of them, James C. and George P. O'Donnell, graduated from Holy Cross College in the class of 1892, and are now (1892) taking a course of medicine in the College of Physicians and Surgeons in New York City. Mayor O'Donnell emigrated to this country with his parents in 1851 and settled in Northampton, where he has resided ever since. It was in this city that young O'Donnell attended school for the first time, but early had to give up to go to work in the mills. At the age of twelve he worked in a cotton mill, putting in more than thirteen hours every day for the very small sum of twenty-five cents. He was steadily advanced in position and wages until, in 1863, he left the mill to work at gun making. In 1864 he entered the employ of the Florence Sewing Machine Company, where he remained until 1872, when he opened a store in Florence. This line of work was followed until 1874 when, to realize his ambition, he began the study of law with his brother, Ex-City Solicitor T. B. O'Donnell, of Holyoke. In anticipation of this course, Mayor O'Donnell had been preparing himself by attendance at the evening schools from the time he entered the cotton factory, and later by private lessons. He graduated from the Boston University Law School in 1877, and then took a postgraduate course, being admitted to the Hampshire County bar the following year. He immediately opened an office in Northampton, and has been in constant practice in that city. Mayor O'Donnell has taken a deep interest in all public and political affairs, and has been prominent in both fields. He was a member of the committee appointed to build town sewers and of the City Charter Committee. In 1884 he was a member of the first Common Council of the city of Northampton, but declined re-election. He was elected an assessor for three years in 1887, but resigned to take a European trip in 1889. He was the Democratic nominee for mayor in 1890, but was defeated by a small majority. The following year he was again nominated and was elected. His administration of municipal affairs was a most able one. He is rather independent in politics, although for a long time secretary and treasurer of the Democratic City Committee, but he bolted the nomination of Grover Cleveland in 1884. He did not take much interest in politics after that until 1890, after the passage of the McKinley Bill. He was nominated as Democratic presidential elector in 1892. Mayor O'Donnell is a strict and aggressive temperance man, and was instrumental in organizing the Father Mathew Society of Northampton, which is a valuable organization in that city. Mayor O'Donnell has accomplished much in various ways for the welfare of Northampton, and is known throughout the State as one of her most useful citizens.

JOHN B. O'DONNELL.

CHARLES NATHANIEL CLARK, than whom Northampton has no citizen with a brighter past or more promising future, was born in that city, April 4, 1853, and has since resided there. He is literally a child of Northampton, for his parents, Charles and Mary (Strong) Clark, were both descendants of the earliest settlers of that city. The public schools of his native town provided the intellectual food for the boyhood period of Mr. Clark's life, and the high school, from which he graduated in 1869, furnished the finishing touches of his local scholastic career. Upon graduating from the high school he entered Amherst College and graduated with the class of 1873. Mr. Clark had already decided upon a legal career, but after graduating took up teaching for a year, which time he spent in the Hitchcock free high school in Brimfield. In 1875 he began to read law in the office of Delano & Hammond in Northampton, one of the largest law firms in the Western part of the State. He was admitted to the bar in 1877, and at once began the practice of his profession in his native city, being admitted to practice in the United States courts three years later. Mr. Clark has had considerable political experience at the hands of the Republican party, of which he is, and always has been, a stanch supporter. He has also been a worker, and has done much for the success of that party. Not a little of this was accomplished during his eight years' membership of the Town and City Committee, and his two years on the State Central Committee. He represented the First Hampshire District in the Massachusetts House of Representatives during the years 1883, 1884 and 1885, and was elected to a seat in the upper branch of the Legislature in 1887 and 1888 from the Berkshire-Hampshire senatorial district. While a member of the General Court he was honored by appointments on various committees, among which were the Judiciary, the Hoosac Tunnel and Troy and Greenfield Railroad, Claims, Mercantile Affairs, Public Service and Bills in the Third Reading. He has also been honored at home, and has served as a member of the School Committee for a number of years. In every public capacity Mr. Clark has shown the qualities of a valuable legislator. Mr. Clark has also been prominent in the mercantile and industrial life of the city, and has a good standing in both fields. He is president of the Hampshire Mutual Fire Insurance Company, and is likewise treasurer of the Northampton Paper Company, and a director of the Northampton Cutlery Company. Besides these positions, he holds a directorship in the Northampton National Bank, and has been treasurer of Smith College, since June, 1888, and is a trustee of the Northampton Institution for Savings. He is also interested in the First Congregational Church, following the faith of his ancestors, and was for several years chairman of the Board of Assessors of that parish. This, briefly, is the life history of one who seems assured of a broader recognition at the hands of his fellow-citizens in the future and who has already acquitted himself most creditably.

CHARLES N. CLARK.

GENERAL JOHN LORD OTIS, one of the prominent citizens of Hampshire County and of the State, is a Connecticut boy by birth, and spent the earlier years of his life in that State. He was born in Lyme, New London County, July 15, 1827, his parents being Hayden E. and Mary (Lord) Otis. The earlier years of his life were spent in a cotton factory, which he entered before he was eight years old, working nearly fourteen hours per day. His education, including his knowledge of mechanical engineering, for which he had great aptitude, was largely acquired by study out of employment hours. In 1851 he became superintendent of the Pacific Manufacturing Company at Manchester, Conn., remaining with that corporation for five years. He left to establish the Otis Manufacturing Company at South Manchester. While in charge of this concern General Otis put in operation for Cheney Brothers, of that place, the first machinery for the manufacture of silk and wool knit goods ever operated in this country. The breaking out of the war drew General Otis away from his chosen business for a time, for after the first battle of Bull Run he enlisted as a private soldier in the Tenth Regiment of the Connecticut Volunteer Infantry, and started for the front. By heroic service he won many promotions, passing through the different grades, until in February, 1863, he was advanced to a colonelcy. When he was mustered out of the army, after three years and four months of service, he carried home the title of brevet brigadier-general. General Otis had a long and exciting war experience. He took part in all of Burnside's and Foster's engagements in North Carolina, and in 1863 was engaged with General Foster's army in its work in South Carolina. The following year he was ordered to service in Virginia, and joined the Army of the James. In all of his army experience General Otis showed himself to be the true soldier, and the scars of three wounds, one received at Newbern, and two at Kingston, serve to keep fresh in memory the dangers of his long campaign. He returned to his chosen profession at the close of the war, and became superintendent of the Florence Sewing Machine Company at Florence, Mass., where he remained for three years, or until he established the Northampton Emery Wheel Company, of which he is treasurer. General Otis is held in high esteem by his fellow-townsmen, and has often been honored by election to office. He is a stanch Republican, and one of the party's leaders. He was a selectman, assessor and overseer of the poor in Northampton in 1875–76, and a year later was elected to the Massachusetts House of Representatives, serving on the Committee on Military Affairs. He was elected to the State Senate in 1879, and re-elected the next year, at both times serving on important committees. He made a most honorable record as a legislator, performing valuable service for his constituents and for the State. General Otis was married, March 1, 1847, to Catherine, daughter of Cyrus Preston, of South Hadley, and has two children.

JOHN L. OTIS.

NORTHAMPTON has always been particularly strong in her representatives of the law and letters, and many shining lights in the former profession have had their birth or early business experiences in the "Meadow City." The city still has its prominent disciples of Blackstone, and among them may be classed Richard W. Irwin, the present city solicitor, and a representative of the younger generation. Mr. Irwin was born in Northampton, Feb. 18, 1857, where his parents, William and Mary Irwin, resided. His early schooling was obtained in the public schools of that city, where he learned just enough to be imbued with a desire to go to college. At that time, however, the plan seemed out of the question, as he was too poor, but the idea always remained and years afterward bore fruit. He immediately went to work at the trade of a machinist in Florence, and having mastered it moved to Elgin, Ill., in 1876, where he went to work in the machine department of the Elgin Watch Factory. He remained there two and one-half years, resigning his position to return to Natick, where he engaged in the house furnishing business with his brother, T. L. Irwin. The bent of his nature, however, was not in a mercantile direction. He always had a desire to read law, and to consummate that plan he left the furniture business in 1882, and entered Boston University, from which he graduated with honors and the degree LL. B. in June, 1885. He had planned to locate in the West after receiving his diploma, but sickness in his family compelled him to return to Northampton, where he has since practised very successfully. While an enthusiastic Republican, Mr. Irwin has paid more attention to the practice of his profession than to political battling, although he has ever stood ready to serve his party in the field, and has done some valiant service. He has been a member of the Republican City Committee for the past six years, and has "stumped" the district for the Republican ticket. He is one of the most convincing Republican speakers in the State. He has declined nomination to the Legislature on several occasions rather than have such honor conflict with his law business, and, as a consequence, his clientele has grown to flattering proportions. His selection as city solicitor for three consecutive terms has also extended his reputation, and has added not a little to his legal business. Mr. Irwin was also a member of the Common Council of the City Government for two years, one of which he was president of the board. He has shown a great interest in matters relating to the military, and is now captain of Company I, Second Regiment, Massachusetts Volunteer Militia. His recreation consists of his duties in society and a devotion to music, which is a talent with him, and which has led him to sing in several church choirs at various times. Mr. Irwin was married, Nov. 16, 1892, to Miss Florence E. Bangs, daughter of Mr. and Mrs. A. W. Bangs, the former being a prosperous merchant of Springfield, where the ceremony took place.

RICHARD W. IRWIN.

AMONG the many men who have contributed to the fame of Northampton, as an educational centre, none deserve public recognition to a greater degree than Lewis Joel Dudley, president of the Clarke Institution for Deaf Mutes. Mr. Dudley was born in Guilford, Conn., Nov. 11, 1815, his parents being Joel and Harriet (Griswold) Dudley. Like many other boys, he was brought up and worked on a farm, during his early boyhood, attending the district school during the winter. He early decided upon a college course and began preparation in the Guilford Academy and continued it in the academy at Berlin, in the same State. At the age of nineteen he entered Yale, in the class of 1838, and in the face of many difficulties, including an almost fatal illness during his junior year, graduated with his class. After his matriculation he taught the Lewis Academy at Southington, Conn., for a year, and the Brainard Academy at Haddam in the same State. In 1840 he became a tutor at Yale, giving instruction in Latin the first year and in Greek for the next five years. His instruction in Greek was highly complimented by Professor James Hadley, who said that it was of permanent value to the college, in elevating the standard of instruction in this department. While during this work he attended lectures on theology, moral government and mental philosophy. He gave up his tutorship in 1846 and entered the Yale Law School, and a year later received the degree of bachelor of laws. For a year he read law in the office of Hungerford & Cone, in Hartford, and was admitted to the bar in 1848, but disliking the pleadings of that time he gave up the law and opened a classical school in Northampton, to prepare boys for college. This institution was a great success, and during its fourteen years of life received pupils from every State in the Union. During the war Mr. Dudley aided greatly in the enlistment of soldiers, besides doing much for their comfort in the field. In politics Mr. Dudley is an independent Republican. In 1864 he was elected to the Massachusetts State Senate and was made a member of the State Valuation Committee. In the years 1865, 1866 and 1867, and again in 1873, he was elected a representative to the General Court. During his tenure of office in 1867, he took a leading part in securing a charter for Clarke Institute, which has been brought to a high state of excellence, since his election to the presidency, in 1883. Mr. Dudley was also largely instrumental in the construction of the Massachusetts Central Railroad to Northampton, and was a director of that corporation for thirteen years. Mr. Dudley was married, in May, 1851, to Theresa Hunt Bates, daughter of the late Hon. Isaac C. Bates, of Northampton, and a colleague of Daniel Webster in the United States Senate. Two children have been born to them, Theresa Bates, who died Sept. 20, 1853, and Etta Theresa, the wife of Wallace Holbrook Kräuse, of Boston. President Dudley's services in the cause of deaf-mute education and in other fields have gained for him a national reputation.

LEWIS J. DUDLEY.

WALTHAM is conceded to be one of the prettiest manufacturing cities in the Commonwealth. It is located on the banks of the Charles River, ten miles from Boston, and the heart of the city is a plain surrounded by a series of hills, of which Mt. Prospect is the largest and best known. The river divides the city into two parts, connected with a series of bridges, making access to all parts of the city very easy. The river is itself a great attraction, and, from the point known as the Moody Street bridge up as far as Newton Lower Falls, there is more pleasure boating than can be found on any sheet of water in New England. It is visited by thousands of strangers each summer. Steam launches, row-boats and canoes make a fleet of nearly eight hundred pleasure craft. The streets are well taken care of, and the houses, of a superior class, are nearly all owned by the occupants. Main Street, on the north side of the town, is the oldest main thoroughfare, and for this reason the buildings are not of so imposing a character as those on Moody Street on the south side. A notable improvement has, however, been made in the last few years by the erection of several new brick blocks. The water supply is the best in the State, the reservoir being supplied by springs that were accidentally discovered while digging the filtering basin on the north side of the river. The health of the city is excellent, and the recent completion of the Metropolitan sewerage system, which includes Waltham in its scope, will tend to decrease the death rate.

Waltham was incorporated as a town on Jan. 4, 1738, old style; by the modern calendar, Jan. 15, 1738. Its history for the first century of its settlement is so blended with that of the parent town of Watertown that it is difficult to separate the incidents of its existence at that period. Within its limits is the newly discovered city of Norumbega, the site being marked by a stone tower erected by Professor Horsford, who claimed that it was founded at the time of Leif Ericson's discovery of the New World.

Waltham's growth, owing to a combination of circumstances, the principal one being the lack of railroad facilities, was of a slow nature until within the last twenty years. Since then there has been a great change, and the prosperity of the city has been great, although not of a mushroom character. In 1884 the town was incorporated as a city, the charter being granted by the Legislature on June 2, and accepted by vote of the people in July of that year. It was the first city in the Commonwealth to adopt a one-board form of local government. The population, according to the last national census, was 18,533, and it is now over 20,000.

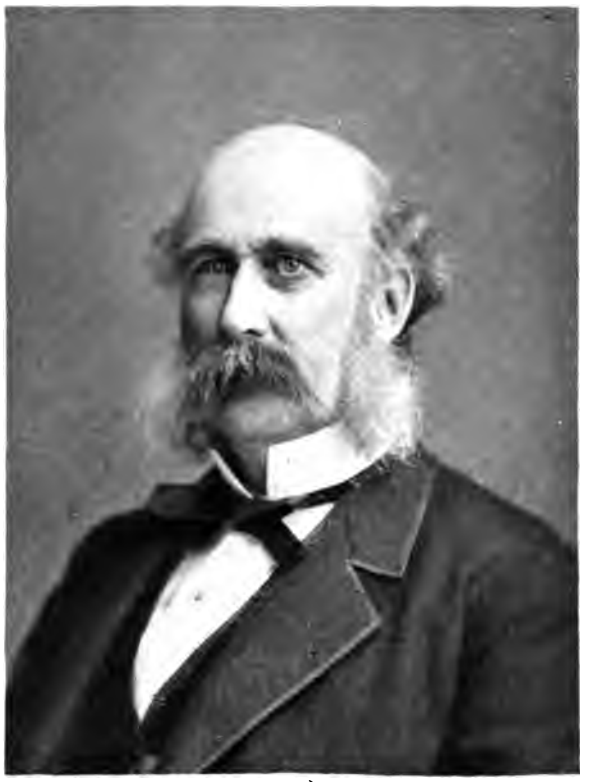
The schools of Waltham have always been kept up to a high standard of excellence; the reason for its separation from Watertown, of which it was once a portion, being because of the lack of school accommodations in that section of the town. The schools now rank with the best in the State. The public library contains 18,000 volumes. Waltham depends upon its manufactures for its wealth, although on the north side of the town are some magnificent farms and some estates used as country residences. The Waltham Watch Company is the largest watch factory in the world, employing three thousand hands, with a daily output of three thousand complete watch movements. The company has $3,000,000 of capital, and is very prosperous. The United States Watch Company was incorporated in 1885, employs three hundred hands, and is now on a paying basis.

The cotton factory, the Boston Manufacturing Company, was the first cotton factory in the United States to take the raw material and furnish a finished product. It was established in 1813, and it speaks volumes for the management that there has never been a strike by the employees. A bleachery is connected with the mills. The mills have a capacity of 100,000 yards of cloth per day, and the underwear department turns out 150,000 garments per year. Other important manufactories include the Davis & Farnum Manufacturing Company, established in 1844, which have a capacity of melting thirty-five tons of metal per day; the Waltham Emery Wheel Company; the Waltham Gas and Electric Light Company; the Judson L. Thompson Manufacturing Company, manufacturers of metal buckles; the American Watch Tool Company and the Parmenter Crayon Company. There are also several other small factories.

GEORGE LOWELL MAYBERRY was born in Edgartown, Mass., in 1859, and is a son of Dr. Edwin and Leonora Mayberry. After leaving the public schools of his native place he finished his preparation for college under the instruction of his father, and entered Harvard College in 1878. Graduating from college in 1882, he immediately began the study of law, graduated from the law school of Boston University in 1885, and was admitted to the bar in Boston the same year. He immediately began the practice of law with his brother-in-law, Horatio N. Allin, having offices in Waltham and Boston, and has continued this arrangement to the present time. In 1887 he married Mary A. Atchinson of Jericho, Vt., and has three children. Mr. Mayberry's first public office was that of city solicitor of Waltham, to which he was elected in 1889. Having held this office for two years he resigned it to accept the office of mayor, to which he was elected in 1890. He served the city as mayor during 1891 and 1892, and at the close of his second term declined to be again a candidate on account of the increasing demands of his law business, to which he has since given his exclusive attention. Though a resident of Waltham only since 1884, Mr. Mayberry has gained the confidence of the people of his adopted city in a marked degree. His rapid progress seems the more creditable when it is known that he is naturally of a retiring disposition, and one who ever studiously avoids public notice. Though a pronounced Republican in politics, he was elected to office as a citizens' candidate, and his administration has been liberal and free from partisanship. While filling the office of mayor, Mr. Mayberry has shown himself a fitting representative of the vigorous young city which had honored him. He kept himself thoroughly in touch with the different departments of the city, and his counsel was eagerly sought, and was invaluable in promoting harmonious and efficient work. He reorganized the police department, and brought about changes in its management which greatly increased its efficiency. He was largely instrumental in the establishment of a thoroughly equipped manual training-school as a part of the public-school system of the city. During his administration the city has completed its system of sewerage, and through his efforts important changes have been made in the laws of the State relating to sewers, giving greater freedom of action to the local authorities. He recommended the adoption of the public park act, and the establishment of a system of parks and playgrounds for the city, and appointed an able park commission to carry out these views. He has also been a conspicuous advocate of important changes in the city charter, urging the reorganization of the executive departments on a more business-like basis, and more in accord with advanced thought on the problem of municipal government. It is in the practice of his profession that Mr. Mayberry has laid the foundation for a successful career. His work as a lawyer has extended widely through all branches of civil business.

GEORGE L. MAYBERRY.

F. M. STONE is the leading man in financial matters in Waltham, and his opinion on any of the questions of municipal expenditure is always sure to carry a great deal of weight. He has won this distinction by his integrity and strict attention to business. He stands above all things for invincible honesty. If he gives his word the people have always felt that they could trust him and that their faith would not be misplaced. It is this one characteristic that has placed him where he is today and enables him to hold the esteem of all of his fellow-townsmen. He went to Waltham and settled there permanently in September, 1844. The town was at that time very small, and the practice of a young lawyer did not amount to very much. But as the town grew, so did his esteem in the minds of the people, and he acquired interests outside of the practice of law that netted a fair income. The people commenced to look to him for advice in the management of the town, and he was soon the foremost citizen in the place. During the early part of his life he was a Democrat in politics, but soon after the breaking out of the war he became, as did many of the Northern Democrats at that time, a Republican and continued to remain in the Republican party until about ten or twelve years ago, when he openly announced that the Republican party was ceasing to represent the best interest of the people of the United States and came out for the Democratic nominees. Although at that time he was taking no very active interest in politics, his example carried a great deal of influence and strengthened the Democratic party in the town considerably. During the administration of Buchanan, Mr. Stone was appointed postmaster of Waltham, and during the war he held the office of selectman for several terms. After the close of the war he was elected to the State Legislature and served several terms there with such satisfaction that he was elected to the State Senate. After this he was a candidate for the nomination to Congress, but in this he was unsuccessful, owing probably to the fact that Waltham at that time did not exert the influence in the congressional district that she does now. He was made savings bank commissioner, and it was during his administration and due in great part to this influence that the savings banks and the national banks were compelled to separate and do business each on its own basis. The experience that he had gained as director and president of the Waltham National Bank, and as director of the savings bank, led him to advocate this measure. His ability displayed in the discharge of his duties as bank commissioner attracted the attention of Boston capitalists, and when the Boston Safe Deposit and Trust Company was formed he was asked to take the presidency of the institution, an office which he still holds. He is also the president of the Waltham National Bank and a director of the Waltham Savings Bank. He married Elizabeth H. Pierce, the daughter of a Nantucket school-master, and has two children, Charles F. Stone, the treasurer of the Waltham Savings Bank, and Walter, who is in business in the West.

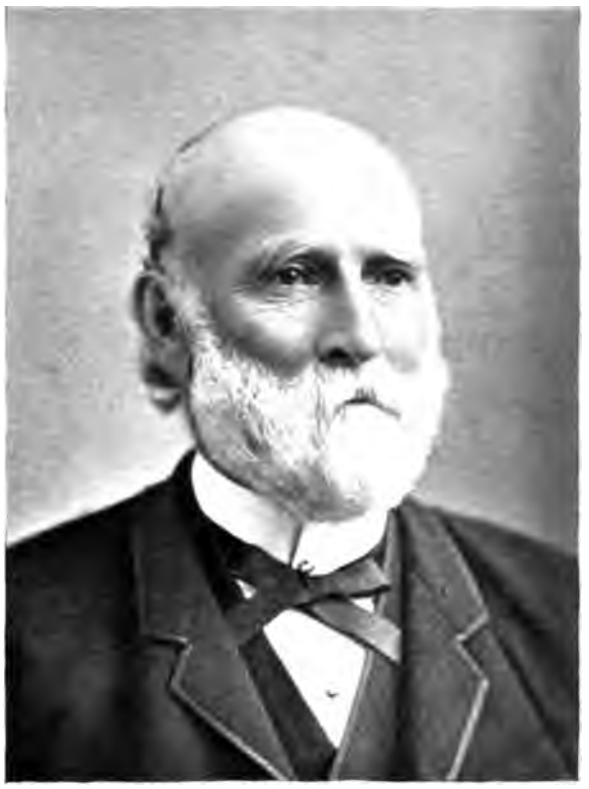


F. M. STONE.

NATHAN WARREN, who has been quite prominent in political and insurance circles, was born in Waltham, Mass., where he now resides, Feb. 11, 1838. He is from old New England stock, his ancestors being among the earliest settlers, — the Massachusetts Colony. Educated in the public schools of his native town, he intended to follow his studies with a view to professional life, but decided upon a business career, entering at first a wholesale dry goods house in Boston and afterwards being located in New York. In 1862 Mr. Warren responded to the call of his country, and enlisted in the Forty-fifth Regiment of Massachusetts Volunteers, known as the Cadet Regiment, and served honorably during the period of his enlistment. This regiment was stationed in North Carolina, and took an active part in the service of that State. He afterwards was in service in the Department of the Gulf and in the War Department in Washington. At the close of the war he returned to Boston and re-entered business life, engaging in the shipping business, mostly in connection with trade with the West Indies, South America and Africa. While thus engaged he visited the last-named part of the world. He has visited various countries in Europe. Fond of travel also in our own country, he has in the interim of business made quite extensive trips through the wild regions of the Northwest and across the plains. For over twenty years Mr. Warren has been identified with the Boston agency of the Equitable Life Assurance Society, and is at present resident secretary of that institution. He is also president of the Boston Life Underwriters' Association, and one of the directors and treasurer of the Security Safe Deposit Company. In 1880 and 1881 he represented Waltham in the Massachusetts Legislature and was chairman of the Committee on Insurance. He was also a member of the Joint Special Committee for the compilation of the present code of public statutes. He was for two years master of Monitor Lodge of Freemasons and for several years chairman of the trustees of the public library of Waltham. He has been an active and public-spirited citizen in whatever has related to the welfare of the community in which he has lived. In politics Mr. Warren has always been a Republican, steadfast in principles and interested in having those principles prevail. He has been at times chairman of Republican town committees, a member of the Republican State Central Committee, chairman of his congressional district committee and has held other positions evincing his interest in what he conscientiously considers best party politics. Studious in his habits, ready with his pen, he has made many contributions to the press and otherwise on various topics of interest. Mr. Warren was one of the writers of the historical address on the occasion of the sesquicentennial celebration of Waltham, and the author of the historical sketch of Waltham in the recently published history of Middlesex County. He was married, in 1881, to Miss Charlotte E. Bacon, of Springfield, and has two children, a son and a daughter.

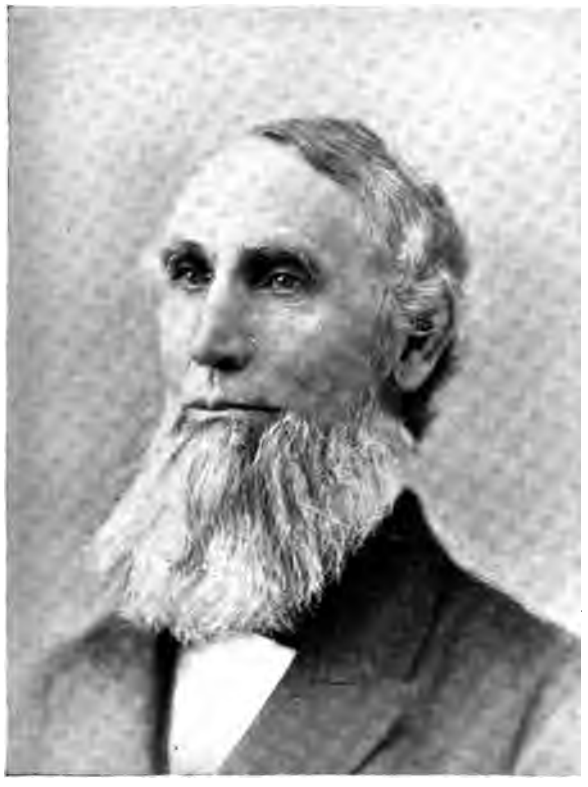
NATHAN WARREN.

FRANCIS BUTTRICK has been prominently identified with the business interests of Waltham for upwards of half a century. In the real estate operations incident to a growing young New England town, and in the ownership of homes and other buildings, which are so intimately connected with the welfare of the people and the prosperity of the place, he has been one of the leading men. He is now by far the largest real estate owner in the city. He has grown up with the material development of the place, and is still active in whatever pertains to the management of his property. Mr. Buttrick was born in Pepperell, Mass., in 1814, and removed with his family to Concord in 1828. Here, after receiving an education in the public schools, he learned the trade of house carpenter with his father, working in that and surrounding towns as a journeyman. He went to Waltham in 1838, where he continued in the same occupation. In 1844 he commenced business on his own account as a builder and employer. In 1857 he bought a lumber yard, planing and saw-mill and box factory, and entered into quite extensive operations in that line of business, giving up his occupation as a carpenter. He has lately retired from active participation in his business, which is now organized as the Buttrick Lumber Company. Through his business as carpenter and builder he became interested in real estate, mostly of improved character, with buildings devoted to the wants of a manufacturing and laboring community. From small beginnings in this way he has, by good judgment and sagacity, fair dealings and attention to his affairs, acquired a possession of real estate, varied and valuable, in different parts of the city. As a landlord and party in interest in property held by others, Mr. Buttrick has always been kind-hearted and disposed to assist those who were inclined to assist themselves. He has helped many to preserve their homes when, under a more exacting man, they might not have been able to keep them. As a citizen he has always taken an interest in the affairs of the town and city, and contributed his advice and support to all matters. public and private, affecting the welfare of the community. In material aid to the many objects constantly presenting themselves for individual assistance, he has bestowed his benefactions willingly and liberally. Mr. Buttrick has been for many years a director n the Waltham National Bank, is president of the Waltham Music Hall Company and a director in the New England Northwestern Investment Company. He was one of the promoters and incorporators of the Waltham Co-operative Bank, and for several years has been its president. He was a member of the Waltham Board of Selectmen for several years, and was on the last board under the town government. Mr. Buttrick is a man unassuming in life and manner, and bears the burden of business easily and quietly. He is considered one of the best authorities on real estate and financial matters in Waltham, and on these matters his advice is often sought by his fellow-citizens. In 1849 he was married to Miss Augusta M. Farwell.



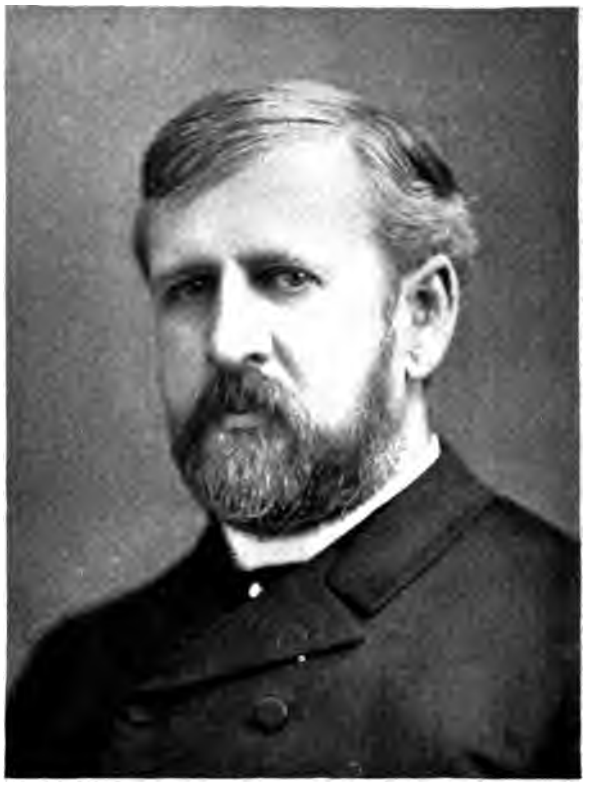
FRANCIS BUTTRICK.

IN the role of honor containing the names of men who have, by their influence, led to the development of industries which have spread the name of Waltham over the entire globe, none can outrank that of Aaron L. Dennison, "the father of the American watch industry," for it was his suggestions and influence which brought to Waltham the germ of the present watch factory. Indeed, he was the master spirit in its commencement, and up to the time of his retiring from the business, in December, 1861, he was the inspiring spirit of the enterprise. He was born in Freeport, Me., in 1812. His father was a shoemaker, and young Dennison was obliged to contribute his mite to the income of the family. He commenced work as a tender for a mason, and worked at odd hours with his father as a shoemaker. At eighteen years of age he was apprenticed to a clockmaker in Brunswick, Me. In this business Mr. Dennison's inventive faculties had full play. He made great improvements in the then crude system of manufacture. After finishing his apprenticeship he went to Boston and was employed by several well-known firms in the watch and jewelry trade. Mr. Dennison very early discovered the lack of system in the manufacture of both the English and Swiss watches, and having studied the system of gun and pistol manufacture, he conceived the idea that by manufacturing in large quantities and securing interchangeability of parts, watches could be made much cheaper and better. This led him to spend most of his evenings in studying the problem of the creation of an American watch industry. He met with serious difficulty in securing capital, but in 1849 he met Edward Howard, then engaged in the manufacture of clocks, post-office scales, standard weights and measures, fire engines, sewing machines, etc., and who at that time was considering the subject of going into the manufacture of locomotives. Mr. Dennison persuaded him to give up that project and converted him to his project of watch making. After securing the necessary capital, they organized the Warren Manufacturing Company. The present output is two thousand watch movements per day, with a force of twenty-eight hundred. Mr. Dennison's peculiar genius lay in devising ways and means. His constant study of methods was such that it has been said that "nothing could be proposed in watch manufacture that Mr. Dennison had not already proposed." The original company formed in Roxbury, through Mr. Dennison's suggestions and influence, was brought to Waltham in 1854, and was the first and only watch factory in the world that has ever produced in its factory a complete watch ready for the pocket, making cases, dials, hands, jewels and hair springs. In 1850 there were no watches manufactured in this country. In forty-three years the business has developed so that the output of the American watch industry is sixty-five hundred movements per day, and an equal number of cases are made. Prices of medium grade watches have been reduced from fifty dollars to twelve dollars.



AARON L. DENNISON.

HENRY NOAH FISHER, the president and treasurer of the New England Northwestern Investment Company of Seattle, Wash., has lived in Waltham the greater portion of his life, and has been prominently identified with all measures to increase its prosperity. He is the son of Noah and Esther (Page) Fisher, and was born in Barton, Orleans County, Vt., June 5, 1842. His father's family removed to Nashua, N. H., when he was an infant, and his education was obtained in the public schools of that city. When he was young his father died, and he was early obliged to seek an entrance into mercantile life. He commenced as a clerk in a grocery store in Nashua, and in 1859 went to Waltham, securing employment in the American Waltham Watch Company. He rose rapidly from one position to another, until he occupied one of the most important executive offices in the company. When the war broke out Mr. Fisher enlisted in Company D, Thirty-fifth Massachusetts Infantry, in July, 1862, and participated in the battles of South Mountain and Antietam. On the 17th of September, 1862, he was wounded at Antietam, his right shoulder being fractured by a shell. He was confined to the hospital until March 4, 1863, when he received an honorable discharge. Mr. Fisher is an honored member of the Masonic fraternity, and has held high and important offices in that institution. He is a past master of the Isaac Parker Lodge, Free and Accepted Masons, of Waltham; past high priest of Waltham Royal Arch Chapter; a member of the De Molay Commandery, Knights Templar, of Boston, Massachusetts Consistory, thirty-second degree, and of Aleppo Temple, Order of the Mystic Shrine. He is the past commander of F. P. H. Rogers Post 29, Grand Army of the Republic, Waltham. He is a member of the Middlesex and Century clubs, both of Boston, and was president of the Mayors' Club in 1890 and 1891. When Waltham was incorporated as a city, in 1885, he was elected to serve on the first Board of Aldermen, and was elected president of the board. He was re-elected in 1886 both to the board and the presidency of the same. In 1887 he was elected mayor on the Republican ticket, and his administration was so acceptable that in 1888 he was re-elected without an opposing ticket. His popularity did not wane in the least, and in 1889 and 1890 was for a third and fourth time elected to the office of mayor, no candidate being nominated in opposition. On account of his interests in the New England Northwestern Investment Company he refused to serve another term as mayor, and in April, 1890, resigned his position in the watch factory for the same reason. He is largely interested in the American Watch Tool Company, a trustee in the Waltham Savings Bank, is a member of the firm of James A. Davis & Co., Boston, wholesale coal, coke and cement, and director of the United Anthracite Collieries Company of Pennsylvania. He was married, Aug. 17, 1876, to Joanna E. Bradeen, of Limerick, Me.



HENRY N. FISHER.

BRADSHAW S. TOLMAN was born in Waltham in 1851, and has always made his home there. He is the oldest son of John E. and Sarah F. Tolman, has never married, and resides on the Tolman estate on Moody Street. He was educated in the public schools of his native city. When scarcely grown to manhood, at the age of nineteen years, he was placed in the responsible position of superintendent of the Waltham & Newton Street Railway, which position he held for a number of years. His energetic efforts did much to put that corporation on a paying basis. Mr. Tolman was for many years a member of the Board of Assessors of Waltham, where his excellent judgment of real estate values and familiarity with the property interests of the city made his services peculiarly valuable. He is at present chairman of the Board of Sewer Commissioners, which has recently finished a complete system of sewerage, extending through thirty-five miles of streets, embracing the whole of the thickly settled part of the city, and forming a branch of the great metropolitan sewerage system now being built by the State. He also holds the office of treasurer of the Waltham Screw Company, in which he has a considerable financial interest. Through his efforts capitalists have become interested in the enterprise, and another factory, situated on the banks of the Charles River, has been added to the long list of industries for which Waltham is justly noted. For nearly twenty years Mr. Tolman has been actively engaged in the real estate business, and is himself a large owner of real estate, and trustee and manager of several important estates. No active business man in the city has been more prominently identified with the real estate interests of Waltham than he. He has placed on the market more than one half of the land in that section of the city known as the South Side, where are located the factories of the American Waltham Watch Company, the American Watch Tool Company, and several other manufacturing companies. When Mr. Tolman first went into business nearly all the land lying east of Moody Street was unimproved. He took hold of the land of the Newton Chemical Company and the Crafts, Cutter, Stearns and Reed estates, each containtaining large tracts in this locality, and has rapidly and successfully developed them. The growth of this section has outstripped all other parts of the city and has been almost phenomenal. Where there were but a few years ago large pastures and fields covered with bushes and shrubs, there are now wide streets, carefully laid out, and lined with those substantial and well-built residence which every citizen of Waltham is proud to point out as the homes of its prosperous skilled mechanics. The values of land in this section have increased more than sixfold in the last eight years, and so rapidly has the property been improved that at present few lots remain available for building purposes. Mr. Tolman's business interests have brought him into contact with so many people that he may be said to be one of the best and most favorably known of the city's business men.

BRADSHAW S. TOLMAN.

THE fame of Quincy granite is world-wide. Quincy to-day is a bright star in the galaxy of Massachusetts municipalities. For the first century and a half of the country's history, dating from the landing of the Pilgrims, Quincy was an integral part of Braintree. In 1792 Quincy (the north precinct) became a town. In 1888 the town became a city with a somewhat unique and peculiar charter. The city government is divided into two branches, the legislative and executive. The legislative branch consists of a city council, composed of twenty-three members; three from each ward and five at large. The executive department consists of the mayor and the various officials, all of whom are appointed by him and for whom he is responsible. The appointing power is vested in the mayor exclusively, and is not subject to the approval of or the interference of the council. The heads of departments through their chief, the mayor, recommend to the council such measures as are demanded by their departments. The council through its committees investigates and proposes such legislation as it deems proper. The heads of departments consist of city clerk, treasurer, commissioner of public works, solicitor, chief engineer of the fire department, deputy manager of police, overseer of the poor and assessors.

The history of Quincy is intimately interwoven with that of the nation. The Quincys, Adamses, Hancocks, Reveres, and other well-known men have given her a widespread reputation in which her citizens take a just pride. Within her precincts repose the remains of two presidents of the Union, John Adams and John Quincy Adams. Their descendants to-day are the leaders in thought and in high-minded, ennobling statesmanship.

With a population of over twenty thousand, which is rapidly increasing in numbers, the city has bright prospects. The chief industry and the one which has given the city a universal fame is the granite industry. In this, the largest granite manufacturing centre of the world, employment is given to two thousand sober, intelligent, industrious mechanics. The granite from her quarries may be found in every portion of this country and many parts of the globe. The city enjoys every modern convenience — electric cars which connect all sections of her domains; electric lights; an ample water supply; a model city charter, and an industrious, thriving, sober, intelligent citizenship. For ten years she has been rid of the liquor curse, and the prohibition banner has been her standard. During the decade 1880–90, the city had a wonderful growth. In the matter of building there was a gain of one thousand and thirteen houses, and it has rapidly increased in the past two years.

With a water front of many miles, it is not surprising that the Quincy Yacht Club should be one of the most prosperous in the State. In educational matters Quincy has always been in the van, and the Quincy system, so styled, inaugurated by General Francis A. Walker in 1875, has acquired a wide reputation and has been extensively imitated. The city has some of the finest school buildings in the country, and spends large sums annually in support of her schools.

Quincy draws a large portion of her citizenship from the business men of Boston, who make their homes within her borders and spend their leisure hours within her bounds. The residences of Quincy's business population will compare favorably with those of any other municipality in tasteful design and finish and attractive surroundings. Among the buildings of interest are the "Stone Temple," the house of worship of the First Unitarian parish, within whose walls are entombed the two presidents; the two ancient Adams houses, the birthplace and home of the two rulers; the City Hall, built of Quincy granite; the Willard schoolhouse, costing $100,000; Faxon Hall, a perpetual monument to the efforts of that indomitable fighter of the liquor interests, Mr. Henry H. Faxon; Adams's Block, erected by the Adams family; Durgin & Merrill Block; Robertson Block; Adams Academy; the Old Hancock House; the Episcopal Church; the Wollaston Unitarian Church, and Atlantic Music Hall.

The statistics of 1891 were as follows: polls, 5,160; increase, 519; value of personal property, $2,973,100; resident bank stock, $295,805; gain, $59,695; real estate buildings, $5,490,725; land, $5,667,400; total, $11,158,125; gain, $689,925; total real estate and personal valuation, $14,427,030; total gain, $749,620; houses, 2,935; gain, 169. Two national banks, a savings bank and two co-operative banks make up the city's financial institutions.

IN Hon. Henry O. Fairbanks the city of Quincy has had a wide-awake, progressive mayor, the past two years. He was born in Boston, June 21, 1852, and is consequently in his forty-first year. He was the son of Mr. Moses Fairbanks, a former well-known Boston merchant, and one of the first to interest themselves in the building and development of Wollaston in Quincy, one of Boston's most beautiful suburbs. Mayor Fairbanks spent his earlier years in the Athens of America, and received his education in her schools. Completing his studies in 1869, when he graduated from the English High School, he began his business career. He first entered the office of Messrs. Nazro & Co., flour dealers of Boston, and during his twelve years' association with that well-known firm, applied himself so assiduously to acquiring a knowledge of the business that, in 1881, he felt that his experience justified him in starting in business for himself. His judgment proved correct, and he has succeeded by dint of pluck, perseverance and superior ability in establishing a lucrative trade. He is at present the eastern agent for several well-known Western flour mills, and has an office at No. 78 Commercial Street, Boston. Mayor Fairbanks first became a citizen of Quincy in 1875, when he removed with his family to Wollaston, a then comparatively new territory, in which his father, Moses Fairbanks, took a deep interest. For the past seventeen years he has been recognized as among the social leaders of Wollaston, and is a general favorite in social circles. He is a prominent member of the Masonic fraternity and Knights of Honor. He is a past master in the former and a past dictator in the latter order. He has been honored with a commission as district deputy grand master of the Twenty-fourth Masonic District, which position he filled with great satisfaction to the lodges in his charge. He first became prominent in politics in 1888, when the town of Quincy adopted a charter, and was elected from Ward Five, Wollaston, to the first City Council. He was re-elected in the following year, and when the City Council organized in 1890 he was selected by its members to preside over its deliberations. This position he filled in so acceptable a manner, and with such marked ability, that he was selected as the Republican standard-bearer in the campaign of that year, and was elected as the chief executive of the young and thriving city by a handsome majority. He was again a candidate for like honors in 1891, and was again elected by a flattering vote. During the two years of service in the municipal harness Mayor Fairbanks has proved a popular and able executive, and has been notably fortunate in his appointments to the various municipal offices. During his administration he has been called upon to decide matters of vast moment to the city, particularly the purchase of the Quincy Water Supply Company's plant and franchise, and in all of them he has displayed his characteristic business ability and a thorough appreciation of the various needs of the municipality. Mayor Fairbanks is married, and has a charming home.

HENRY O. FAIRBANKS.

PROBABLY the best-known unofficial leader in Massachusetts politics to-day is Mr. Henry Hardwick Faxon, the Quincy philanthropist and zealous worker for temperance legislation. Henry Hardwick Faxon, son of Job and Judith B. (Hardwick) Faxon, was born in Quincy, Mass., Sept. 28, 1823. He is descended in the eighth generation from Thomas Faxon, who came from England to America before 1647, settling in that part of Braintree which is now Quincy. Henry passed his youth on his father's farm, enjoying common school advantages. He was apprenticed to the shoemaker's trade when about sixteen, and in 1843, with his brother John, began the manufacture of boots and shoes. About 1846 he opened a retail grocery and provision store in Quincy, which he conducted for seven years, after which he became a retail grocer at the corner of South and Beach streets, Boston, the firm name being Faxon, Wood & Co. Two years later he moved to Commercial Street, changing the title to Faxon Bros. & Co., and the business to one of wholesale transactions. In 1861, retiring from the partnership, he went to New Orleans and made large purchases of molasses. The next year he engaged in speculation on Chatham Street, Boston, and subsequently on India Wharf. Relinquishing speculation, he dealt extensively in real estate, making in this the bulk of his fortune, and is now the largest individual real estate owner in Quincy. He married, Nov. 18, 1852, Mary B., daughter of Israel W. and Priscilla L. (Burbank) Munroe. Mrs. Faxon died, Sept. 6, 1885, leaving one son, Henry Munroe, born May 22, 1864. Mr. Faxon represented his native town in the State Legislatures of 1864 and 1871. His attention was first attracted to the temperance question while a member of that body. He was a police officer in Quincy from 1881 to 1886, inclusive, and was re-appointed by Mayor Porter in 1889. His church connections are with the Unitarian society. Mr. Faxon's political affiliations in the past have been with the Republican party, except in 1884, when he was Prohibition candidate for lieutenant-governor. The extent of Mr. Faxon's influence in State politics was well illustrated in 1879. Thomas Talbot was governor, and General Butler loomed up as an opposition candidate. Governor Talbot's friends urged him to accept a re-nomination. Mr. Faxon's coolness and shrewdness led him to see inevitable defeat. He made suggestions so full of potency that His Excellency thought it prudent to decline to again head the State ticket. The contest narrowed to Hon. Henry L. Pierce and Lieutenant-Governor John D. Long. The former had influence and wealth and was a favorite with the party's "older heads" and its leading newspapers. Mr. Faxon called a convention of temperance men of the State. Mr. Pierce favored license, while Mr. Long was sound on prohibition. The occasion was one of great enthusiasm. Mr. Long's candidacy was given an impetus that made his success in the convention a certainty. He was nominated on the first ballot, and handsomely elected over General Butler.

HENRY H. FAXON.

THE traditions of a remarkable family are worthily upheld in the person of the present Josiah Quincy, of Quincy. Though only thirty-three years of age, he has already given ample proof of his ability as a legislator as well as a capacity for executive responsibility which is not often met with in a man of his years. Josiah Quincy is a member of the famous Quincy family, and was born in the city which bears his name, Oct. 15, 1859, and was educated at the Adams Academy, later entering Harvard College, from which he graduated in the class of 1880. He studied law at the Harvard Law School, and was admitted to the Suffolk bar in 1883. In 1887 Mr. Quincy was elected a member of the Massachusetts Legislature, being re-elected in 1888, 1889 and 1891. The break in his legislative career in the year 1890 was caused by his selection as the Democratic candidate for Congress in his district. The district was heavily Republican and Mr. Quincy was defeated. During his terms in the Legislature, he served with distinction on the committees on Labor, Woman Suffrage, Rules, Election Laws and Taxation, and took an active part in the perfection of the Australian ballot law. He also acted as a member of the Special Committee on Child Labor, on which he did good service. Mr. Quincy's influence has been felt in securing some of the most important reforms which have been incorporated into the statutes of Massachusetts within the past few years. He early manifested an aptitude for politics, and in 1881 was elected secretary of the Massachusetts Civil Service Reform League, two years later being elected secretary of the Massachusetts Tariff Reform League. He was one of the founders and first chairman of the executive committee of the Young Men's Democratic Club of Massachusetts, an organization which has done much hard work in behalf of the Democratic party in the State. Mr. Quincy was chosen secretary of the Democratic State Committee in 1890 and chairman of its executive committee in 1891, and he was elected to the chairmanship of the committee in 1892, on the resignation of Judge Corcoran. At the Democratic National Convention, held at Chicago in June, 1892, Mr. Quincy was selected as the Massachusetts member of the Democratic National Committee. His colleagues on the committee recognized his practical ability by placing him in charge of the committee on campaign literature, in which capacity he had much to do with the conduct of the campaign of 1892. Mr. Quincy is cool, calculating and wonderfully practical in all his movements, logical in his speeches, which always bristle with facts, arguments and statistics, but according to those who are his intimate acquaintances, his cold exterior is no index to the kindly nature of which he is possessed. Few Democrats in New England, of the younger generation, have performed such effective service for the cause of tariff reform, his efforts in this direction, equally with his other political services, having gained for him a national reputation and the esteem of the party leaders at Washington.

JOSIAH QUINCY.

THEOPHILUS KING, banker, organizer and man of affairs, was born in Rochester, Plymouth County, Dec. 14, 1844. He attended the public school, and afterwards the Rochester Academy, until he was sixteen years of age. He had the advantage of quite a varied experience in affairs, for his father's business was somewhat heterogeneous. He owned a farm, kept a country store, conducted a saw-mill, was town clerk, postmaster, justice of the peace and fire insurance agent. Theophilus assisted his father in some of the departments of his business, but it was on the farm that he found his special pleasure, in tilling that portion that his father had set aside for his use. He managed to save in the first year of his farming $2.50, with which he started an account at the savings bank, seven miles away. This had increased to $231.20 when he was sixteen, with which sum he left home to engage in the leather business, as clerk with the firm of Johnson & Thompson. At this time he developed great fondness for athletic sports, so he made one of a unique base-ball organization called the "Early Dawns," which practised on Boston Common from five to seven o'clock every morning. Mr. King played on first base, and showed the same prowess there that has distinguished his business life. After nearly eight years as clerk and salesman, during which time he travelled over a large part of the country, Mr. King formed a partnership with Charles B. Bryant, under the firm name of Bryant & King, and they started business on the corner of Pearl and Purchase streets. The Boston fire compelled their removal to South Street. A tannery at Clinton had in the meantime been added to the business. The bursting of a dam in 1876 swept away in a few moments this monument of years of patient industry and business endeavor. Nothing daunted, and making a satisfactory arrangement with their creditors, the firm started a tannery at Woburn, and at the end of six years, having recovered by law part of the property destroyed, the firm had paid every creditor in full on claims long since cancelled. Success attended the firm until 1887, when a period of depression set in, and the business was transferred to a company. Mr. King has been called upon to act as assignee, trustee and receiver, and has since turned his attention to banking. His success is shown in the fact that he is now president of the National Granite Bank of Quincy, and vice-president of the National Bank of Redemption of Boston. He was instrumental in bringing about the incorporation, and becoming treasurer, of the Riverside Worsted Mills, Atlantic Mills, and Eureka Silk Company, representing an aggregate capital of $3,126,000, furnishing employment to 4,500 people, and doing an annual business of over $7,000,000. As trustee, Mr. King has had control of one of the largest cotton mills in Canada, and has brought about the incorporation of the seven colored cotton mills of the Dominion. Mr. King is trustee of several estates, and a director in other institutions. He takes an active interest in church and temperance work.

THEOPHILUS KING.

QUINCY granite leads the world, and McDonnell & Sons, of Quincy, are the leaders in the granite industry of America. Mr. Thomas H. McDonnell, of this firm, is the active head of the concern. He was born in Quincy, Aug. 18, 1848, and attended the schools of his native place, subsequently taking a thorough business course at Comer's Commercial College. Upon completing his studies he associated himself, with his father, the late Patrick McDonnell, in the granite business with his brother, John Q. Under their able and judicious management the name of McDonnell & Sons has acquired a national reputation, not alone for the excellence of the work produced by them, but for their integrity and square dealing. They now own twenty acres of the best quarry land in Quincy, as well as an extensive quarry of fine light granite at Barre, Vt. Besides the quarries, the equipment of steam engines, drills and other appropriate machinery for operating them, is very complete and effective, and some of it, specially constructed for the use of the firm, quite costly, yet necessary, since McDonnell & Sons, in addition to their monument interests, do more in finished and building granite than any other Quincy firm. One of their derricks alone is capable of removing a one hundred ton block at a single lift, and thirty thousand feet of lumber is annually consumed in boxing goods for shipment. Nearly two hundred workmen are employed, and it requires eight thousand dollars a month to pay for the labor at the quarries and the yards. In addition to the extensive works at Quincy and Barre, they have three yards at Buffalo, N. Y., viz.: Main Street, Pine Hill Branch and the Limestone Hill Granite Company at West Seneca, and also offices at Indianapolis, Ind., and Albany, N. Y. They reconstructed the Soldiers' Monument at Buffalo, a most difficult and delicate undertaking, and were highly complimented by the committee for the thorough manner in which the work was done. Their more noted productions include the Blocher canopy at Buffalo, costing twenty-five thousand dollars; General George B. McClellan's monument, at Trenton, N. J.; the C. W. Mackey family monument, at Franklin, Pa.; the Shoemaker monument, at Spring Grove, Cincinnati; the Seventy-seventh Regiment Monument, at Saratoga, while nearly every cemetery of note in the country contains specimens of their superb workmanship. They were the first firm in Quincy to introduce the American Pneumatic Tool Company's apparatus for carving and cutting stone, to supersede hand labor, Mr. McDonnell being a large stockholder in the company. He was one of the promoters of the Quincy & Boston Electric Railway, and has been a director since its incorporation; he was also one of the originators of the Security Live Stock Insurance Company of Boston, and has been its president since it was formed. In 1892 Mr. McDonnell, accompanied by Rev. T. J. Danahy, enjoyed a European trip, and while in Rome they were accorded the rare privilege of a private audience with Pope Leo XIII.

THOMAS H. McDONNELL.

# LAWRENCE

THE city of Lawrence is twenty-six miles north of Boston and twenty-three from the mouth of the Merrimack River. It ranks to-day as one of the most flourishing manufacturing cities in New England. Early in 1843, Daniel Saunders conceived the idea of building a dam across the Merrimack River, and two years later the desired privilege was granted by the Legislature. The first stone of the dam was laid Sept. 19, 1845, and the total cost of the structure was $525,773.36. Canals have been built on both sides of the river, and furnish water power for all the mills and smaller industrial establishments located on the banks. The Bay State, now the Washington, mills were organized in 1845, with a capital of $1,000,000, which has since been increased to $2,500,000. The same year the Atlantic Cotton mills were incorporated, with a capital of $2,000,000. Early in 1853 the Pacific mills were built, and later two others, known as the Central and Lower Pacific mills, with a capital of $2,500,000. The mill of the Lawrence Duck Company was built in 1853. In the same year the old Pemberton mill building was erected, which fell on the afternoon of Jan. 10, 1861, burying in its ruins six hundred persons, of whom eighty-seven were killed outright, forty-three others severely injured, and two disabled for life. The mills were promptly rebuilt, and are doing a flourishing business. In many respects the Arlington mills have proved a greater success than any of the others in the city. They were incorporated in 1865, with an original capital of $200,000, in a wooden structure, which was totally destroyed by fire the following year. The plant since built is valued at $2,300,000.

Besides the above there are nearly forty other manufacturing establishments, valued at over $13,670,000 in all, which with other taxable property in the city in 1892 was valued at $32,527,937. In all, one hundred and forty-three standard mill-powers, or eleven thousand eight hundred and sixty-nine gross horse-power, are developed by the dam spanning the Merrimack River, of which one hundred and thirty and one half are sold, and the remaining twelve and one half mill-powers will be granted appurtenant to some one thousand feet of canal frontage, which is unoccupied in South Lawrence.

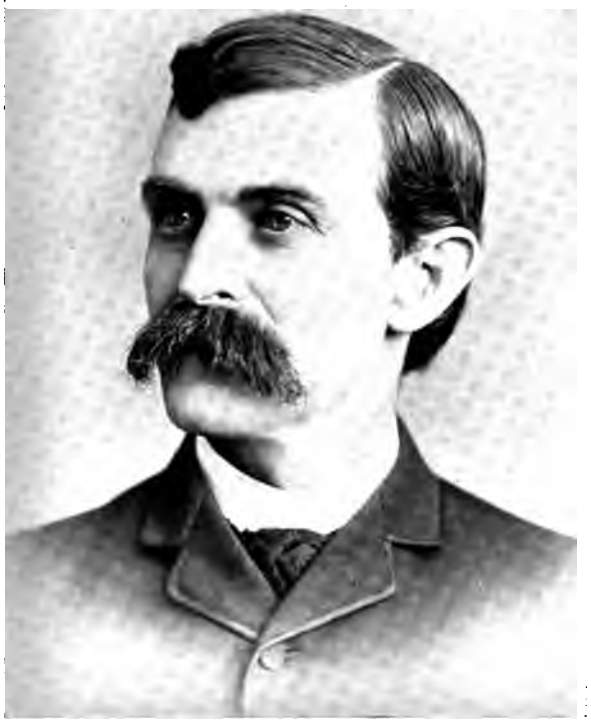
There are five lines of railroads centering in Lawrence, with eighty-four trains arriving or departing daily. The total capital of the local national banks is $1,125,000, while the deposits in the savings banks exceed $7,500,000, mainly the earnings of the mill operatives or mechanics.

The city is supplied with two reservoirs, with a capacity of forty-one million gallons of water; lighted entirely throughout the streets, avenues and parks by electricity. There are twenty-nine churches, twenty-one school-houses, and a public library containing thirty-three thousand volumes. The fire department is admitted to be as efficient as any in New England, the insurance rates being lower than in any other city in Massachusetts. During the year 1893 the tracks of the Merrimack Valley Street Railroad are to be extended so as to connect with those in Lowell, Haverhill and Newburyport.

The mill operatives and laboring classes, which form the mass of the population, are generally reliable, efficient and but little inclined to resort to strikes. There is little disturbance of the relations between employers and employees.

Lawrence is one of the shire towns in Essex County, girt around with hills, free from any taint of malaria, with wide streets, and from a comparatively recent birth has grown with remarkable rapidity. An armory for the use of the two local military organizations was completed in 1892, its cost being upwards of $100,000. In short, there are but few places in New England which afford so good an opening for additional manufacturing enterprises, owing to the unsurpassed water supply, excellent railroad facilities, and favorable atmospheric conditions. The population of Lawrence is about 50,000.

HENRY PLUMMER DOE is one of the best-known and influential men of Lawrence, in which city he has passed nearly all his life, and by it been honored with the highest gift in its possession,—that of mayor, which office he is filling the present year (1892). Born in October, 1841, in the little town of Methuen, Mass., he attended the public schools of that town, and afterwards the schools of Lawrence. When twenty years of age he went to Boston and secured employment in a jewelry firm. For six years he remained in the store, and acquired a thorough knowledge of the business. He then returned to Lawrence, and established himself in the business which he has since carried on with eminent success. His jewelry store is conceded to be the finest in the city. Mr. Doe is married, and has one daughter. He resides at 336 Haverhill Street. He is a prominent member and attendant at the Universalist Church. In politics he is a stanch Democrat, and has served his party with distinction. He made his entrance into public life in 1872, being elected to the Common Council from Ward Three, and he did good service on several important committees. His natural enthusiasm drew him so far into public matters, and he performed whatever he undertook with such thoroughness, that he found the duties of the office took too much of his time, and he declined a re-election. Several times during succeeding years he was earnestly solicited to allow his name to be used, but all these offers were declined until 1881, when he acceded to the great pressure brought to bear upon him, and became a candidate for the Board of Aldermen for Ward Four. His competitor on the Republican ticket was a member of the Board of Aldermen, and was considered an almost invincible candidate, but when the votes were cast and counted on election day, it was found that the people had elected Mr. Doe with a plurality rising one thousand over his opponent. He served the term with credit to himself and the city, and gained a good insight into municipal methods. His party tendered him a unanimous renomination the following year, but again Mr. Doe found himself compelled to decline the honor. In 1891 he consented to become the candidate of his party for mayor, and was elected by a handsome vote. His administration was vigorous, progressive and able, and another term was offered him, but following his previous policy, he retired after serving one year. Mayor Doe is a director in a number of the financial and charitable institutions of Lawrence. He is popular in society. He is a prominent and active member of many secret and fraternal societies, among which are Adelphic Lodge, Knights of Honor; Monadnock Lodge, Independent Order of Odd Fellows; Security Lodge, Knights and Ladies of Honor; Lawrence Council, Royal Arcanum; the Order of United Friends, and the New England Order of Protection. Being a liberal Democrat, and not a strict partisan, Mayor Doe has hosts of friends in both political parties, and received many Republican votes in the municipal contest.



HENRY P. DOE.

AMONG the active and public-spirited citizens of Lawrence, there are but few who have done more than John K. Norwood to promote the prosperity of the city, where he has resided more than thirty-three years. From a comparatively humble start in a business career, he has succeeded in building up the largest insurance agency in the city. Mr. Norwood was born in Eastport, Me., Aug. 6, 1837, and after the death of his father, which occurred in 1858, he contributed for many years to the support of the family. Going to Lawrence, he went into the insurance business, taking the agency at first of the Citizens' Mutual of Boston and of the Merrimack Mutual of Andover. At the present time, however, he is the Lawrence agent for the following stock companies: Ætna of Hartford, Home of New York, Fire Association of Philadelphia, North British and Mercantile of England, Williamsburg City of New York, Merchants of Newark, Phœnix of London, Westchester of New York, Hanover of New York, American of Newark, Girard of Philadelphia, United Firemen's of Philadelphia, Providence-Washington of Providence, Caledonian of Scotland; also of these mutual companies: The Merrimack of Andover, Traders and Mechanics of Lowell, Worcester of Worcester, Quincy of Boston, Merchants and Farmers of Worcester, Lowell of Lowell, Cambridge of Cambridge, Dedham of Dedham, Norfolk of Dedham, Dorchester of Dedham, Citizens of Boston, Fitchburg of Fitchburg, Travellers' Accident of Hartford, Connecticut Mutual Life of Hartford.

JOHN K. NORWOOD.

During the war Mr. Norwood enlisted in the Ninth Massachusetts Battery, and was severely wounded at Gettysburg, July 2, 1863. The following justly deserved tribute has been paid him by Major Bigelow: "When I joined the battery, I brought a colored servant with me, who, a few days after reaching camp was prostrated with a fever. For a week the boy lay insensible from the effects of the fever; and yet Mr. Norwood tenderly watched over and cared for him. At Gettysburg, his horse's head was shot away by a canon ball. He freed himself, cut the dead animal loose, and then coolly mounted another, which in turn was soon shot, as were all the others attached to his gun. He then joined the only person left on his gun unhurt, and remained fighting until he himself was well-nigh fatally wounded." Mr. Norwood was president of the Board of Trade two years, and made herculean efforts to inspire energy in the citizens to the end of promoting the prosperity of the city. He joined the Lawrence fire department in 1858, and is president of the Lawrence Veteran Firemen's Association. Besides these, he is an active member of the Old Residents' Association, Home Club, Pine Tree State Club, Needham Post 39, Grand Army of the Republic, Ninth Massachusetts Battery Association and the Gettysburg Pilgrim Club. He is married, and has two children. Although a Republican of the more conservative type, he has been frequently mentioned as a candidate for the highest municipal office by men of all parties.

ALEXANDER BERN BRUCE, the youngest mayor Lawrence has ever had, has been three times elected to that high office. Higher honors still would have been bestowed upon him, if he could have been induced to accept them. His popularity is not confined to the limits of the city which he has so faithfully served, but extends thoughout the congressional district. From his boyhood Mr. Bruce has displayed a remarkably alert and self-reliant disposition, which has stimulated him to self-culture and success. He is emphatically a self-made man. He was born in Brechin, Scotland, Sept. 17, 1853, and at an early age came to this country with his parents. They were residents of Andover, where he lived until reaching the age of fifteen years. He then went to Lawrence and secured a position as workman in the bakery of the late Jonathan P. Kent. Commencing at the foot of the ladder, he rose to the upper round before working there six years, being promoted to the position of foreman of the establishment. After Mr. Kent's death Mr. Bruce managed the business affairs until 1881, when he purchased an interest in the concern, which until Feb. 3, 1891, was known by the firm name of Kent & Bruce. On the latter date Mr. Bruce became the sole proprietor of the largely-increased plant, which is with one exception the largest cracker and biscuit bakery in New England, throughout which the excellent quality of its products are well known. At the time of the Johnstown disaster, as quickly as news was received that assistance was needed, Mr. Bruce secured a large-sized freight car, and filling it with the best brand of crackers and other goods manufactured by his firm, he shipped it as quickly as possible to the mayor of Johnstown as a gift from his firm. Few persons blessed with an abundance of worldly wealth have given more liberally to the poor in every worthy cause, and the inmates of charitable institutions have on many occasions been made glad through his generosity. He is a member of several of the leading secret and social organizations, and in several of them has been honored with the highest offices. During his political career Mr. Bruce won additional laurels each successive year. He was elected an alderman from Ward Five in 1884, and mayor of Lawrence in 1886–87. During his administration the Union Street bridge, an iron structure, costing $65,000, was built, and it was largely due to his persistent efforts by appealing to the higher courts, that the city was relieved of paying the sum of $25,000, which was originally assessed on it, and that sum was provided for by the other towns in the county. The new protective wagon and other apparatus of the fire department were purchased under his administration. Mr. Bruce is president of the Lawrence Board of Trade, director of the Lawrence National Bank, trustee of the Wildey Savings Bank of Boston, director of the Lowell, Lawrence & Haverhill Railroad, and a director of the New England North Western Investment Company. He is also a director of the Odd Fellows' Hall Association. Mayor Bruce is popular with men of all parties.

ALEXANDER B. BRUCE.

MAJOR GEORGE S. MERRILL was born in Methuen, Mass., March 10, 1837. He learned the printer's trade in the Lawrence *American* office, of which he became part proprietor in 1856. In early life he took an interest in public affairs and earnestly espoused the cause of the Republican party. He has advocated its principles for more than thirty-five years, and during nearly all that period he has been sole editor and proprietor of the only Republican newspaper in Lawrence. He has filled numerous official positions since 1861, having been appointed postmaster in that year, and remaining twenty-four years in the office. During his administration, mainly through his persistent efforts, a new post-office building was provided, of greatly increased capacity, the carrier system enlarged, and much-needed mail accommodations provided. Being an able public speaker, his voice was frequently heard on the platform during the political campaigns until within a few years, and he has delivered numerous Memorial Day addresses in various parts of New England since the organization of the Grand Army. Major Merrill was a member of the Common Council in 1859–61, and again in 1865–66, when he served as president of that branch of the city government. He assisted in raising Company B of the Fourth Massachusetts Regiment, of which he was commissioned first lieutenant and was soon after promoted to the captaincy, serving eleven months with General Banks in Louisiana, from Sept. 18, 1862, to August, 1863. To enter the service he tendered his resignation as postmaster, but this was declined and leave of absence granted by the post-office department. From 1866 to 1869 he was adjutant of the Sixth Regiment, Massachusetts Volunteer Militia, which position he resigned to accept the commission of captain of the Fourth Light Battery, serving in that capacity four years. Two years later, when the militia was reorganized, he was commissioned major of the First Battalion of Light Artillery, which office he has since filled. Major Merrill is one of the past commanders of Needham Post 39, Grand Army of the Republic, of Lawrence. He was State commander in 1875 and national commander of the Grand Army of the Republic in 1881, and has held several offices in the Military Order of the Loyal Legion. He was secretary of the Massachusetts Republican State Central Committee from 1869 to 1877, and president of the Massachusetts Press Club from 1869 to 1878. He is a member of the Masonic fraternity and also of the First Baptist Church of Lawrence, the Home Club and several political organizations. He has been State insurance commissioner since 1888, and has rendered valuable public service in causing the suspension of numerous irresponsible insurance organizations, which had robbed the people of the State of hundreds of thousands of dollars. Major Merrill disposed of his interest in the Lawrence *American* in 1892. He was married in Concord, N. H., Dec. 29, 1855, to Sarah J. Weston. Of this union are two children,—Winfield G. and Genevieve Merrill (now Mrs. Magee).

GEORGE S. MERRILL.

JAMES R. SIMPSON is the only one of the many ex-mayors of Lawrence who has held the highest municipal office four terms. He was born in Canada in 1832, and his early years were passed on a farm. During the winter months he was frequently compelled to walk six miles daily over unbroken roads to attend school. When fifteen years of age he graduated from the Stanstead Academy, and then for four years he taught a country school. At the age of nineteen, he came to Boston and secured a position in a furniture store. Later, he worked in one of the mills in Lowell, and in the print works at Manchester, N. H. Here he rose to the position of overseer and remained there till the works were destroyed by fire. In the spring of 1853 he went to Lawrence and after working for the Pacific and Atlantic mills entered the employ of Shattuck Brothers, grocers. He subsequently formed a copartnership with Alfred A. Lamprey, now president of the Lawrence Lumber Company, and for twenty years they conducted the grocery business under the firm name of A. A. Lamprey & Co. In 1878 Mr. Simpson purchased Mr. Lamprey's interest in the firm, and has since carried on the business alone, assisted by his son, James E. Simpson. The latter is a graduate of the Massachusetts Institute of Technology. Mr. Simpson has been interested in various business enterprises. He was one of the most active promoters of the erection of the Merchants' National Bank Building and the United Order of Pilgrim Fathers' Building, two of the finest structures on the main business street. He also owns much other valuable property in the city. Mr. Simpson is president and director of the Merchants' Bank, which, during the four years of its existence, has done a larger business than any other bank in Lawrence. Mr. Simpson's political career has been distinguished by the uniform favor with which he has been received when a candidate for public office. He served as a member of the Common Council in 1863, but took no part in political matters again until 1878, when he was elected mayor. He was re-elected the succeeding two years. He was again chosen to the same office in 1885, and at the close of that year he declined a re-nomination. Since then, however, he has served as trustee of the water loan sinking fund, but has uniformly declined to accept other positions tendered him. He is president of the Pilgrim Fathers' Hall Association, Past Master of Grecian Lodge of Masons, and has been elected for twenty-six consecutive years its treasurer; he is a member of Mount Sinai Royal Arch Chapter and Bethany Commandery, Knights Templar. Mr. Simpson has been for many years one of the most active members of the Lawrence Board of Trade. As private citizen, as business man and as public official, Mr. Simpson has acquired a personal popularity which has stood the test of time, and his career has been marked by a strict integrity which has gained for him the confidence and esteem of his fellow-citizens, to whom he has repeatedly rendered such valuable public service.

JAMES R. SIMPSON.

WILLIAM S. JEWETT was born in St. George, New Brunswick, March 10, 1862, and though yet a young man of thirty-one years, he has ably administered the affairs of three national banks as their president. His father, residing temporarily in New Brunswick, returned to the United States, and to Massachusetts again in 1865, and thus from his third year, Mr. Jewett has made the city of Lawrence, in that State, his home. He attended the public schools and took a partial course in the high school. Leaving school, he worked for his father in the house furnishing business and for ten years devoted himself wholly to this line of trade. In 1888 he began banking. He studied the business thoroughly and was careful, aggressive and a tireless worker. These qualities shaped his career. He became a director and subsequently president of the Essex National Bank in Haverhill, Mass., when the deposits of the bank amounted only to fifty-nine thousand dollars. After a year and a half the deposits, under his management, increased to four hundred thousand dollars. In 1890 he founded the Arlington National Bank of Lawrence and became its president. This position he resigned in 1891 to become vice-president and acting president of the National Pemberton Bank of Lawrence, next to the oldest institution in the city, and than which none was more prosperous. It had an invested capital of one hundred and fifty thousand dollars, undivided profits of one hundred and fifty thousand dollars, and deposits of over four hundred thousand dollars. He later became president of this bank and retained this position until the bank was consolidated with the Arlington, which he had founded three years before. Mr. Jewett has been a busy man even outside the banking business. His most important business stroke in this particular was his purchase in June, 1892, of the entire plant of the Lawrence *American*, the leading newspaper of the city. He formed a stock company, and the paper is now being conducted more successfully than ever before. It is Republican in politics, circulating among a population in Lawrence and surrounding towns, of over sixty thousand inhabitants, and is a successful and influential journal. Personally, as well as in business relations, Mr. Jewett is a most agreeable man to meet. He has in his business relations the sharp, decisive way of arriving at conclusions that stamp men of executive ability, but when no business cares oppress him, he is a most agreeable companion. He is married and has two children. He attends Grace Episcopal Church. Mr. Jewett's banking experience has extended over a few years only, but it has been full of brilliant successes and marks him as one of the ablest financiers of the city. The secret of his success lies in the fact that he thoroughly mastered all the details as well as the principles of the business, and that all his transactions have been characterized by the strictest integrity. His record as the successful president of three national banks is one to which but few men of his years can point and is an earnest of a brilliant career.

WILLIAM S. JEWETT.

# Somerville

SOMERVILLE, one of Boston's bed-chambers, is built on seven hills, three miles from the capitol. Although it celebrated its semi-centennial as a town June 17, 1892, its life has the respectability of antiquity. Its early history is closely identified with the events which made the record of colonial times, and it points with pride to many landmarks of national interest. The title of the original site came from Chief Webcowit of the Pawtucket Indians, and his queen, Squa Sachem. The very first hostile demonstration made by the British in the Revolution was the voyage up Mystic river from Boston to Ten Hills Farm, landing at a wharf, the decaying timbers of which can still be seen. The objective point was the famous old Powder House, still standing, from which they took two hundred and fifty casks of powder belonging to the towns of the vicinity. Somerville was included at that time with the present district of Charlestown, under the latter name. After Bunker Hill the retreating Americans threw up hasty fortifications on Winter and Prospect Hills, where, during the siege which followed, the Union flag, consisting of thirteen stripes, was first unfurled in the face of the foe Jan. 1, 1776.

During the second period of her history, which ended with her incorporation as a town in 1842, six events stand out as having a direct influence on her maturer life. The first is the completion, in 1808, of the Middlesex Canal between Boston and Concord, N. H., the first one of any considerable length in the country, which passed through the town's northern boundaries, where its course may still be traced. The second event was the establishment of the McLean Asylum for the Insane, in 1818, by the Massachusetts General Hospital Corporation. It still exists. It took its name in 1826 from John McLean, who gave to it nearly $100,000. June 25, 1835, saw the opening of the Lowell Railroad. After many years two stations were designated within the town limits. The fourth event in this period was the founding of the cemetery on Somerville Avenue in 1808. Within its unlovely fence rest the ashes of some of Somerville's brave sons who died on Southern battlefields. The one blot on the fair record of the State which Somerville might wish to efface, is the burning, in 1834, of the Ursuline Convent on Mt. Benedict by an angry mob. It had been established by the Order of St. Ursula seven years before.

In 1828 the people living in the northern part of Charlestown, "outside the Neck," made the first step towards separation, by petitioning for an act of incorporation as the town of Warren. The given reasons were dissatisfaction with the expenditure of taxes for improvements which did not benefit them, and distant schoolhouses. They were given leave to withdraw.

In 1842 the town of Somerville was formally incorporated, the result of a petition having one hundred and fifty-two signers. Active in the passage of the bill was Charles E. Gilman, for forty-six years town and city clerk, a man whose name is to-day one of Somerville's proudest and tenderest memories. The public property of the new-fledged town was worth altogether $6,655, and its population was 1,103. Under its town charter the little village grew symmetrically, blossoming out into greater intelligence and deeper religious life. In the "time that tried men's souls" she gave of her money and her men, and liberally of both. All the improvements that mark a town's growth to the stature of a city were added as needed. In 1871 she found that her sons numbered sufficient to make her a city, and Jan. 1, 1872, she became the city of Somerville.

The city is essentially a residential one, though not without its business life. Its schools have ever been its chiefest pride, known the Commonwealth over, both for their work and for their many distinguished teachers. The several departments of the city are models of their kind, and a new hospital has just been completed which the people are proud of. The population shown by the last census was 40,152, a gain of 15,119 in ten years. Building is going on continually, and edifices rise almost in a night. Somerville is still growing; but it is in the lives of her citizens that she finds her best and fullest life. The list of those to whom she owes her prosperity is a long and honored one, through which she reaches into the "large places" of state and national life.

GEORGE ANSON BRUCE, an eminent lawyer of great ability, has been mayor of Someville and president of the Massachusetts Senate. He is the son of Nathaniel and Lucy (Butterfield) Bruce. He was born in Mount Vernon, Hillsborough County, N. H., Nov. 19, 1839. His early education and his preparation for college were obtained at the Appleton Academy, Mount Vernon, and he was graduated from Dartmouth College in the class of 1861. The law engaged his attention and he immediately began its study. But the cause of the Union was a greater cause, and in 1862 he entered the service of the Union Army as first lieutenant of the Thirteenth New Hampshire Volunteers. His promotion was rapid. He served as aid, judge-advocate, inspector and assistant adjutant-general on staff duty. His service extended throughout the war, and July 3, 1865, he was mustered out of service. He was honored by three distinct brevet promotions. The first was for service at Petersburg, in 1864; the second, that of major, for gallant service at the capture of Fort Harrison the same year; and the third, that of lieutenant-colonel, for distinguished services in connection with the capture of Richmond, April 3, 1865. When Mr. Bruce returned to civil life, he again entered into the study of his chosen profession in Lowell, but still kept his residence at Mount Vernon. In 1866 he was elected as representative to the New Hampshire Legislature. This was peculiarly creditable to his standing in the community, as he was the first and only Republican ever elected from that district. In October, 1866, he was admitted to the bar in Lowell, and the next year he began the practice of his profession in Boston. He has there attained an honorable place among the leaders of the legal fraternity, securing a large clientele and a lucrative practice. He went to Somerville in 1874, and the same year he was appointed associate justice of the police court. He was a member of the Board of Aldermen in 1876, and was mayor of the city during the years 1877, 1880 and 1881. In 1882, 1883 and 1884, he represented his city in the State Senate, being chairman of the Hoosac Tunnel Committee and a member of the committees on Military Affairs and Constitutional Amendments. The latter year he was president of the Senate. He was one of the most widely known and most popular of the members of the Legislature during his service there, as he was one of the most able. Since his retirement from active political life, he has given his time and talents to many of the important cases coming before the Legislature from year to year. His long experience as a member of the General Court and his wide acquaintance with public men make him a dreaded antagonist and a very successful advocate, and he has the reputation of rarely losing a case. During his administration of the municipal affairs of Somerville, which gave unbounded satisfaction to the citizens, many important public improvements were inaugurated and carried out. In 1870 Mr. Bruce was married in Groton to Clara M. Hall.

GEORGE A. BRUCE.

THE Boston & Maine Railroad, with its various divisions and the connections which it controls, is one of the great railway systems not alone of New England but of the country, and the story of its growth would be the story of the growth of a great part of New England north of Boston. Daniel W. Sanborn is the general superintendent of the Boston & Maine Railroad system, and as he has been in the railroad business for more than thirty-three years, he has a wide acquaintance among railroad and business men throughout New England, and is one of the prominent figures in the Massachusetts of to-day. He was born at Wakefield, N. H., was educated in the public schools of his native town and at the Wakefield Academy, learned ship carpentry and worked at the trade until May, 1859, when he entered the railroad service at Portsmouth, N. H., and was employed at the Eastern Railroad station there until August, 1863. The next two years he was a brakeman on a passenger train running between Portsmouth and Portland. From 1864 until 1871 he was conductor of a passenger train on the same route; in 1871 and 1872 his "run" was from Portland to Boston; and from 1872 until 1879, between Boston and Bangor. In the latter year he was appointed master of transportation of the Eastern Railroad. This position he filled with great credit to himself, and to the perfect satisfaction of the company, until the Eastern was leased to the Boston & Maine, when he was made superintendent of the Eastern Division of the Boston & Maine, holding this office until July 1, 1890. He was then appointed superintendent of the Southern Division (the old Boston & Lowell, which had been leased by the Boston & Maine) of this great system. After the death of James T. Furber, general manager of the Boston & Maine, the position of general superintendent of the system was created, and Mr. Sanborn, in February, 1892, was invited by the directors to accept it. Mr. Sanborn has been highly successful in all the responsible positions he has held, and enjoys a great personal popularity among railroad men in general. He was at one time president of the American Railroad Superintendents' Association. His brother, John W., who was formerly superintendent of the Northern Division of the Boston & Maine, has been, since the death of Mr. Furber, acting general manager of the system. Mr. Sanborn is a member of Soley Lodge, F. and A. M., of Somerville, and Strawberry Bank Encampment, I. O. O. F., of Portsmouth, N. H. In 1856 he was married to Miss Lucy M. Lydston, of Eliot, Me. Two children have been added to the family, — a daughter and a son. The latter, Fred E., is a passenger conductor on the Maine Central Railroad, and runs between Portland and Bar Harbor. Mr. Sanborn's daughter is the wife of James M. French, ticket agent of the Boston & Maine in Boston. Every one of the thousands of employees on the Boston & Maine system feels that, as long as he does his duty, he has a warm friend in the general superintendent. Mr. Sanborn's home is in Somerville.

DANIEL W. SANBORN.

EDWARD GLINES has been closely and continually identified with the history of Somerville since it became a city, and has played no small part in State politics. Born in Somerville, Aug. 31, 1849, his father, Jacob T., was a direct descendant of Israel Glines, one of the settlers of Falmouth in 1630. He graduated from the high school in 1869, and was first employed in a fancy grocery store in Charlestown, where he stayed but a few months. His next venture was an express line, which he ran for two years between Boston and Somerville. In 1872, he entered his father's coffee importing and roasting establishment in Boston, as clerk. He gradually reached the head of the business, which he now owns, becoming in 1880, his father's successor. His political ability was early apparent, and his first office was the chairmanship of the Republican City Committee. Following that office, came his election to the Common Council in 1878, and his re-election, as its president the next year. He refused the aldermanic nomination, but was elected to the Massachusetts House of Representatives in 1882. In this house were Congressmen O'Neil, Andrew, Cogswell, Hayden, and Allen. The next year he was re-elected to the House in the face of vigorous and prolonged opposition. He was a member of the Committee on Street Railroads. Two years as a member of the executive and financial committees of the State Central Committee followed, and in 1886 he was elected to the State Senate. He served on important committees as follows: Railroads, Labor, Public Health, Roads, and Bridges (chairman), Expediting Business (chairman). In this session he made his famous speech on the temperance question, raising a storm about his ears. But he was re-elected to the Senate, serving as chairman of the Railroad Committee, chairman of the Committee on Federal Elections, and chairman of the Committee on Expediting Business. As chairman of the Railroad Committee, he reported and advocated the passage of two important bills—the consolidation of the Old Colony with the Providence, and the roads forming the present Boston and Maine system. He has the remarkable record of never having lost a bill reported from his committee. Since his retirement from the Senate in 1888, his only political honors have been as a delegate to the Republican National Convention in Minneapolis, in 1892, and presidential elector on the Republican ticket in 1892. He has always been connected with all enterprises to benefit the community, and foremost in charitable works. He was interested in the formation of the Somerville Central Club, was a former member of the Somerville Webcowit Club, is a life member of the Somerville Improvement Society and is now a member of the Winter Hill Club of Somerville, and the Central, Middlesex, New England, and Taylor clubs of Boston, and the Society of the Sons of the Revolution. He has held offices in the Odd Fellows and Knights of Honor, and is a Mason, Knights Templar degree. He was married in 1872, and has no children.

EDWARD GLINES.

JOHN HASKELL BUTLER is widely known as a lawyer of great ability, and a man who stands high in the councils of charitable and fraternal organizations. He was born in Middleton Aug. 31, 1841, being the son of John and Mary J. (Barker) Butler of that town. He was educated in the schools of Groton and Shirley, fitting for college at the Lawrence Academy in Groton. Yale is his alma mater, and he was graduated with the class of 1863, bearing high honors. After his graduation he served in the United States Navy, and then entered the law office of John Q. A. Griffin and William S. Stearns of Charlestown, and after two years of reading was admitted to the bar in 1868. That same year he formed a co-partnership with William S. Stearns for the transaction of legal business, and the firm of Stearns & Butler is to-day one of the best known in Boston. He went to Somerville in 1870, and served on the School Committee there for twelve years, from 1876. In 1880 Mr. Butler was elected a member of the lower branch of the State Legislature, and the following year was re-elected. He was elected a member of the executive council from the third district in 1884 by the Legislature to fill a vacancy caused by the death of Hon. Charles R. McLean. His service in this capacity was such as to re-elect him, and he represented the same district in the council in 1885 and 1886. In all charitable schemes he is an influential worker, and is recognized as such in Somerville and elsewhere. For two years, from 1883 to 1885, he held a position which few men have the honor of attaining — Supreme Regent of the Royal Arcanum. He is now chairman of the Committee on Laws of that order. In 1887–1888 he filled the office of supreme representative of the Knights of Honor. At the present time he is advisory counsel of the Grand Lodge of Massachusetts, Ancient Order of United Workmen. He is also chairman of the Committee on Laws of that body. In the fraternal and social order of the Home Circle he has been a power, holding many offices in the gift of its members, and he is now its supreme treasurer. His ability as a financier is indicated by his appointment as receiver of the Suffolk Trust Company. For two years he was president of the National Fraternal Congress, being also the executive officer of the Eastern Associates for three years. He holds membership in the following organizations: Soley Lodge, Free and Accepted Masons; Boston Lodge, Independent Order of Odd Fellows; Bay State Council, A. L. H.; Webcowit Club, Excelsior Council, Royal Arcanum; Mt. Benedict Lodge, Knights of Honor; Bacon Lodge, Ancient Order of United Workmen; University Club of Boston; Somerville Council, Home Circle, and New England Commercial Travellers' Association, of which latter he is general counsel. Jan. 1, 1870, Mr. Butler married Laura L., daughter of Jabez B. and Mary Bull, in Pottstown, Penn. They have one son, John Lawton Butler. There are few men whose activities cover a wider range than is shown in the career of Mr. Butler.

JOHN H. BUTLER.

JOHN HAIGH is one of Somerville's best-known business men. He is part owner of the Middlesex Bleachery and Dye Works, which is one of the largest industries in Somerville, and a high degree Mason. He was born in Dukinfield, Cheshire, England, Dec. 31, 1832, and is the son of George and Hannah (Parkinfield) Haigh. He obtained his early knowledge of books in the grammar schools of his native town. When he was seventeen years of age he was apprenticed to the trade of calico printer, which trade is to-day the foundation of his success. He left the land of his birth and came to America in 1855, and in the early part of the next year, 1856, he became engaged with the Pacific Mills at Lawrence. After eighteen years of service with that firm, he severed his connection with them in 1873. This was to enable him to take charge of the printing department of the Middlesex Bleachery and Dye Works, of which he has since become half owner. April 12, 1859, Mr. Haigh was married in Perkins, Me., to Lucy Jane, daughter of Captain Redford D. and Jane Bowker Tallman. Mr. Haigh has always been associated with the Methodist Episcopal Church, not as a communicant but as a thorough believer in its governmental policy. Liberal always, and charitable towards others of different denominational views, he has been a strong supporter of his special choice, and generous in church contributions, whether for local or missionary interests, and this liberality has kept full pace with his increasing means.

JOHN HAIGH.

He has long been an enthusiastic member and worthy exemplar of the Masonic fraternity, which he joined in Lawrence in 1859. He has been master of two lodges, and by regular election has been at the head of chapter, council and commandery. In the Grand Chapter he has held the office of district deputy, grand high priest and deputy grand high priest. He held the latter position in 1878. For several years he was grand recorder of the Grand Council of Royal and Select Masters, and from this he was elected most illustrious grand master, which position he filled for three years, consecutively. In 1883 he was elected grand conductor of the General Grand Council, Royal and Select Masters of the United States, for three years. He is the representative of grand bodies in chapter, council and commandery organizations, and is an active member of the Supreme Council of the United States in the Ancient Accepted Scottish Rite. He is also past most puissant sovereign grand commander of that body. Mr. Haigh has recently completed, at Somerville, one of the most beautiful residences in the city. There he has a private library which is, perhaps, the richest in choice masonic literature of any in New England. He has acquired no small fame as a collector, and his cabinets contain many rare coins, medals and articles of vertu of all sorts that are characteristic of the intelligent study of the collector. He is a connoisseur in numismatics, and has rare artistic taste, which his means fortunately enable him to gratify.

JOHN MEDINA is a native of the Azores Islands, where he was born Oct. 23, 1837, being the son of John and Marianne (Silva) Medina. He came to the United States in 1851, and here it was that he finished his education, entering the public schools of the city of Lawrence, Mass., where he took up his residence. Although his attendance at school in this country was very limited, he rapidly acquired a knowledge of the English language, and when he left the presence of teachers he began his career, which stands to-day as that of a self-made man in the strict interpretation of that phrase. In his youth he took up and thoroughly learned the trade of a hair-dresser and manufacturer of hair goods, and being a natural artist he early showed marked evidences of future success in this calling. At the age of seventeen he bought out the then well-known house of Monsieur Chebasoll, of Lawrence, who was a French wigmaker and manufacturer of artificial hair goods. Mr. Medina carried on that business successfully for several years, but he was ambitious and not satisfied with a small undertaking. Going to Worcester, he opened a hair dressing and hair manufacturing store and carried on the business with much success. At the same time he came to Boston and established himself on Washington Street, where he has now been located over twenty years, extending and enlarging his business until his house has become the leading one in its line, being known throughout the country, to all parts of which his goods are sent. For several years Mr. Medina was the senior member of the firm of Medina Brothers, sending vessels between Boston, New Bedford and the Azores Islands, laden with grain, lumber, etc., and carrying passengers; three vessels made up the fleet. He has also been quite largely interested in sperm whaling in the Atlantic Ocean. In 1880 Mr. Medina removed his residence to Somerville, where he purchased a portion of the Russell estate, Clarendon Hill, West Somerville, and modernized the building for his present home. In 1887 he erected a handsome brick block in Davis Square, which bears his name, with modern apartments and stores, and he was really the pioneer in the improvements of that locality, which followed in the rapid growth of building, population and business generally. Mr. Medina cast his first vote in this country for Abraham Lincoln, and has always voted the Republican ticket with the exception of once voting for the late General B. F. Butler, when Democratic candidate for governor. He has often been asked to accept offices of public trust but has declined these requests, feeling that he could not give them proper attention on account of his business. He is a member of several orders, among them the Odd Fellows, Royal Arcanum, American Legion of Honor and Pilgrim Fathers. In October, 1878, at Boston, Mr. Medina married Anne Fish, daughter of Elias and Sarah Fish, of Newcastle, Me. They have one child, — John Medina, Jr. Mr. Medina is identified with every movement that has for its object the improvement of the pleasant city wherein he resides.

JOHN MEDINA.

WARREN E. LOCKE, although one of the youngest of the business men of Somerville, has done more than many who boast of twice his years to advance the interests of the city. Although not a native of the place, he has the interests of the city at heart, and has, in the few years that he has resided in the place, worked with an earnestness that has marked him as a man of progressive ideas and of great executive ability. He was born in Exeter, N. H., April 3, 1863, and is the son of Morris and Mary E. (Dow) Locke of that town. While he was quite young his parents removed to the town of Northampton, and it was here that he received his early education in the public schools. He graduated from the schools of Northampton with high honors, and then entered the New Hampton Literary Institution. He took a three years' course of study in this institution, and then his business instincts manifested themselves. He left the school at the completion of the three years, and his early business was that of the manufacture of wooden ware at Bristol, N. H. In this he was very successful and built up a large and profitable business, which he disposed of in 1885. Then he came to Boston in order to enlarge his field of operations and have a greater scope for his rare business and executive ability. At first he acted as the manufacturer's agent for the goods which he had formerly manufactured and secured a permanent market for the goods. This business, which was established by Mr. Locke, is the most prosperous in its line in the city of Boston. In 1889 he entered the real estate business and took an office in the Globe Building. In this new field he had greater opportunities to display his accuracy of judgment and his untiring zeal for the work in which he engages. During the time that he has been in the real estate business he has handled a great amount of property, and his judgment has never been at fault. The result has been that the business has steadily prospered and he has been entrusted with the care of many large estates. Early in this business he saw that there was a big field for real estate operations in Somerville and he did not hesitate to seize the opportunity. West Somerville has been the particular section of the city to which he has devoted his attention, and the result has been not only of advantage to his customers and himself but also to the city. What was only a few years ago a stretch of barren fields is now laid out with excellent streets, and the lots are covered with pretty and comfortable cottages. One of his latest ventures in building is a large apartment house at the corner of Highland Street and Vinal Avenue on Central Hill. This house is a model of its kind. He is a member of the Caleb Rand Lodge, I. O. O. F.; Wonohaquaham Tribe, I. O. R. M.; Elm Council, R. A.; the Mystic Valley and the Massachusetts Republican clubs; is treasurer of the West Somerville Associates and secretary of the West Somerville Republican Club. He married Miss Lilla M., daughter of Hiram and Dorcas (Whittemore) Heath, of Bristol, N. H.

WARREN E. LOCKE.

NO characteristic of the period will be more forcibly illustrated at the fair than the extent to which modern genius has carried the sub-division of labor. Massachusetts has taken this principle nearer its logical conclusion than any other region of the world, as may be seen in any of its manufacturing cities, and it has at least one remarkable instance of the same thing in a line more intellectual than mechanical. Not the least important branch of newspaper work is the reading of exchanges. About five years ago an exchange editor of the Boston *Globe* came to the conclusion that he could read newspapers for many people as well as he could for one employer, and thus not only do simultaneously the exchange reading for such trade and class papers as might be glad to be relieved of the work, but also make the contents of the press more generally accessible and useful. The idea had been applied in London and New York to the reading of papers for public and professional men, but in Boston it had its first considerable development in editorial and commercial lines. The result is that Robert Luce, the editor referred to, and his brother Linn now direct the reading of nearly two thousand papers a day, and their thirty-five employees now put out more than two million clippings a year. Their institution, the Press Clipping Bureau, has proved, like the newspaper syndicate system, that even in what for want of a better term may be called literary directions, combination and specialization can be effective in saving labor. It also has shown that commerce, in its attack upon the customer at his very fireside, may be aided in its aim by that news in the local papers of the country which indicates possibilities of traffic. Robert Luce, however, has not confined himself to newspaper work, though, during the seven years he served on the *Globe*, rising from the bottom to an editorial position, that became his chief reliance. He is also much interested in politics, and has for some time been a leader of the Democratic party in Somerville, where he resides.

ROBERT LUCE.

He was nominated for the governor's council when but twenty-four years old, and has also been nominated for the House of Representatives. Two of these nominations were imposed without even so much as asking his permission. The districts, however, were in each case too strongly Republican to make the nominations more than an honor. He has also written much outside the sanctum, and is the author of "Writing for the Press," a manual that has become an authority in passing through four editions, and "Electric Railways," the first book on the subject. He is president of the Unitarian Club in his city, is a Mason, and belongs to the usual number of social organizations. He was born in Auburn, Me., Dec. 2, 1862, the son of Enos Thompson and Phœbe Learned Luce; was educated in the public schools there and in Somerville, and graduated at Harvard in 1882, taking the degree of A. M. in the following year. In 1885 he married Mabelle C. Farnham, of Somerville, and they live at No. 44 Highland Avenue in that city. Mr. Luce has a wide acquaintance with public men.

# TAUNTON

THE city of Taunton is one of the oldest municipalities in New England. It was incorporated in 1639, but for two or three years before that its fine water power and rich alluvial farms had been brought to the notice of Boston and Plymouth colonists, and a few hardy settlers had drifted thither. Three rivers which watered the territory were promptly utilized for grist, saw and fulling mills, and the concentration of business about these first factories settled the fate of the new town. It was destined at its birth to be a manufacturing centre. Natural advantages also gave it a steady impetus. The swamps and meadows were full of bog iron. The early settlers were from the iron districts of Wales, and their attention was speedily turned to the development of the iron industry. The first "bloomery," or forge, in New England was established in the town, and anchor, tool and nail making gave employment to busy mechanics long before the surrounding country had been cleared of the wild men and beasts. From that time on, iron working in all its forms has occupied the van in the steady advance of the city. The old "bloomeries" in which the hollow ware of Pilgrim and Puritan homes was turned out and the anchors of the colonial and continental craft, including "Old Ironsides," were forged, passed away, but other forms of work came in as inventions, lightened labor, and gave wider range to mechanical skill and the employment of capital. Hollow ware suggested stoves, and for generations the best workmen in the country have given the active years of their lives to developing that most important article of household economy.

Seven large foundries give employment to skilled workmen, turn out stoves, ranges and furnaces by the thousand, and find a market from Maine to Alaska. Allied to these are the stove-lining companies and the nickel plating establishments, which are called upon to furnish the ornamental part of stove equipment. Nail making, too, kept pace with stove manufacture. Each invention which expedited production was promptly utilized, and to-day the output of tacks, brads, shoe nails, points, rivets in an infinite variety, is the largest of any manufacturing centre in the world, the A. Field & Son's branch of the Atlas corporation in itself ranking as the largest tack and small nail factory ever built. Engine and boiler construction, locomotive and printing-presses, cotton machinery, saws and coopers' tools, steam and hot water heating apparatus are among other forms to which the iron industry has been directed, and all are carried on in large factories employing a vast capital and an army of mechanics.

Cotton manufacture became an important feature early in the century, and it has held its own. To-day the most advantageous sites along the streams are devoted to weaving or spinning, and tall chimneys indicate the location of mills busily employed in helping clothe the world. Spinning mills for the production of cotton yarns are the favorite mode of investment. The valley of Taunton River has been found to possess just the right amount of dampness in the atmosphere to make yarn spinning particularly successful, especially in the finer grades. Another branch of business which has been of the greatest importance in the development of the city is that of britannia and silver ware. Nearly a century ago the first venture in that direction was begun in a small way, with indifferent success at first, and now the factory of Reed & Barton, making useful and ornamental wares of white metal, britannia, and German and solid silver, has the world for a market. Three other factories are also building up a reputation for excellent work in the britannia and silver line.

The position of Taunton at the head of navigation on Taunton River has always made shipping and vessel property a profitable investment, and one of its chief products, bricks, has been largely shipped by water. Other important industries are copper and yellow metal, crucibles, shoe buttons, barrels, boxes and carriages. The population of the city is about 30,000. Its valuation is between $18,000,000 and $19,000,000. There are three national, two savings and three co-operative banks. It is a county seat. Its public buildings are large and attractive, its streets broad and well kept.

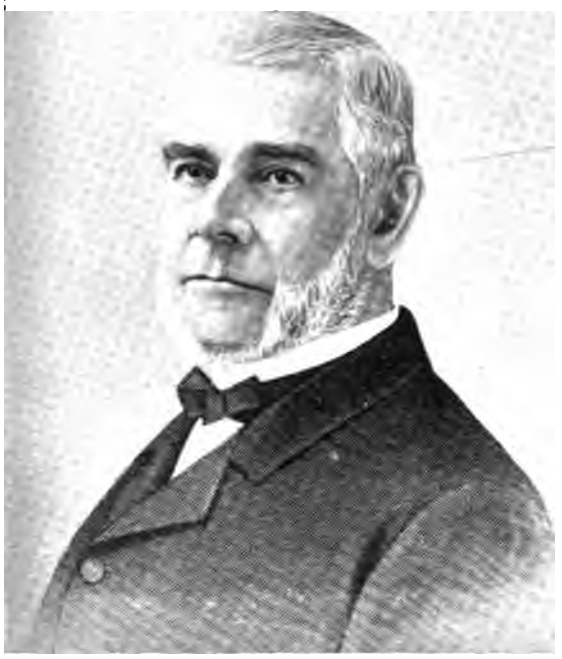
FRANCIS S. BABBITT carries an honored name in the Old Colony, for his ancestors were among the very first who dared the perils of the primeval wilderness. All through the two and a half centuries, since the incorporation of Taunton as a town, the name of Babbitt appears in connection with various positions of trust. The same thing is noticeable in the various towns which were cut out of the original purchase and made into separate municipalities. The Babbitt stock has been sturdy and vigorous, and has not been eliminated by emigration, which has wiped out so many of the old names from the town and city records. Mr. Babbitt was born in Taunton on Dec. 22, 1843. He was educated in the public schools of the town, at Bristol Academy and at Comer's Commercial School, Boston. In the spring of 1862, when the retreat of Banks's division caused a demand for more volunteers to recruit the Union Army, he enlisted in Company F, Fourth Regiment, Massachusetts Militia, for one month, but was discharged after three days' service in Boston, as the government decided that it did not need the new men. In August of the same year he enlisted in Company F, Thirty-ninth Massachusetts Volunteers, for three years' service. He served one year with the regiment, and was then detailed for service in the United States Signal Corps. For nearly two years he was busily engaged in that branch of military duty, being discharged on June 28, 1865, by reason of the close of the war. Returning to his old home he began the manufacture of machinery in the fall of 1865, and kept busily engaged in that business until 1890. He was chosen a member of the Massachusetts House of Representatives in 1882 and in 1883, and served on important committees of that body. In 1887 he was a member of the Board of Aldermen of Taunton, and in the fall of the same year was elected one of the three commissioners of Bristol County. He was re-elected in 1890. He was made chairman of the board when he took his seat in 1888, and is still serving in that capacity. In 1890 he was elected mayor of Taunton, and re-elected in 1891 and 1892. Mr. Babbitt has been a very efficient and faithful public officer. During his service as county commissioner, large expenditures have been necessary to fill the needs of the rapidly growing county, among them the splendid new court houses of Taunton and Fall River, the house of correction at New Bedford, bridges, etc., all requiring a vast amount of supervision and detail work from those charged with the care of the county business. Such, also, has been the case of the city during his administration. A constant growth in population, the call for improvements, and the necessity for providing for the wants of a rapidly growing municipality have made large expenditures and great care necessary. Mr. Babbitt has shown his sagacity on all trying occasions, and his repeated election to the management of municipal matters proves the estimation of his fellow-citizens, who have full confidence in his judgment.

FRANCIS S. BABBITT.

CAPTAIN SYLVANUS N. STAPLES was born in Taunton on Aug. 2, 1811. He received the usual common-school advantages of the country boys of those days and did his share of work which all had to assume. He had a fondness for the sea, and when not more than ten years old started as cabin boy on the river and bay, and having an aptness for the business rose through the various grades of seaman and mate, until at eighteen he had command of one of the large sloops which were popular freight carriers. Those were days when steam had not yet clipped the wings of sailing craft, and an immense business was done all along the coast and to and from the West Indies by small vessels, which were able not only to dare the dangers of the seas but also ascend the rivers and accommodate merchants almost at their own doors. Captain Staples was so successful that he owned in several vessels when he was a very young man. The love of the brine has never left him, and through his long life he has always kept up an active financial interest in coasters, tugs, barges, steamers, and other marine property. In 1836 he began business upon land as well as upon the water and became a partner with Francis D. Williams in the wholesale and retail flour and grocery business, which has always been an important branch of Taunton trade. He afterwards bought out Mr. Williams and carried on the business alone, then with different partners, and built up a large trade with the West Indies, and also with coastwise towns on the Atlantic seaboard. He next returned to freighting for a few years but changed in 1857 to a general commercial business, having Captain William H. Phillips as a partner. The articles handled by the firm were coal, iron, lime, hair, etc. The freight business was kept up as an important adjunct, and as years passed the firm of Staples & Phillips became one of the best known in New England, handling vast quantities of coal and iron and owning wholly or in part a fleet of vessels of all kinds which were always busy. To the firm of Staples & Phillips the improvements in Taunton River are due. Their work, more than that of all others, called the attention of the general government to its value as a water way and secured the appropriations which have made it available for transporting coal by barge and schooner and navigable for tugs and steamers engaged in business or pleasure purposes. The firm of Staples & Phillips was dissolved a few years since, and a large corporation known as the Staples Coal Company took its place. This corporation is one of the largest in that line in New England and hasa n immense plant at Fall River and Taunton for the wholesale and retail coal business, besides a large fleet of steamers and barges which ply between coal ports and New England. Of this corporation Captain Staples is the head. He is also a director in many corporations, and a citizen generally esteemed and honored for the important part he has played in the development of the material interests of Taunton. His name is familiar in every port along the Atlantic coast.

SYLVANUS N. STAPLES.

HENRY G. REED was born in Taunton on July 23, 1810, where his father was a merchant. He was educated in the public schools of the town and at Bristol Academy, in vacations and at odd times helping his father in the store. He was born with a love of mechanics and preferred to work with tools when other lads were at play. Babbitt & Crossman were then engaged in the manufacture of britannia goods, and when eighteen years old Mr. Reed went into their shop as an apprentice. He devoted himself assiduously to the work and soon showed an expertness which won the commendation of his employers. The business passed into the hands of the Taunton Britannia Company, with whom Mr. Reed remained as journeyman, taking charge of several departments until he became superintendent. In 1835 the company ceased business and Mr. Reed, with Charles Barton and Gustavus Leonard, believed that the work could be made a success, and in 1837 they began in a small way as Reed & Barton on about the site of the present extensive works which have grown up from such a small beginning. The determination of the young firm was to make the best of goods and hold the market by honest workmanship and superior skill. The result justified their expectations. The little plant expanded until it now covers acres of ground with massive buildings, where in busy seasons eight hundred and more skilled mechanics are engaged in making electro-plated and solid silver goods, which active salesmen distribute all over the world. For years the business was a partnership under the old firm name. More recently it was incorporated under the same name with George Brabrook and Frank L. Fish and Mr. Reed as the active members of the corporation. The development of this business has been one of the main factors of the growth of Taunton, as the wages earned by the skilled labor necessary has covered much of the eighth ward of the city with comfortable homes. The factory is always an attraction to visitors, and people from all parts of the country have for years visited it and watched the ingenuity with which plain metal is turned into gems of art. Mr. Reed's advancing years have never weakened his interest in the business, and he is as regularly at his place in the factory as any of the journeymen. His ingenuity, which began to develop in his youth, has been of great value in the modelling department. He has been a director of the Taunton National Bank and Taunton Savings Bank for a generation, and his judgment on all questions affecting the public interest has always been sought by his fellow citizens, who recognize his sagacity and uprightness. It is seldom that a man who has spent as many of the best years of his life in building up a tremendous business reaches a serene old age and sees the most ardent dreams of his youth realized. Mr. Reed has seen the village of Taunton grow into a flourishing city and has the satisfaction of knowing that the little britannia shop, with which nearly the whole of his active life has been closely identified, was a leading factor in its growth.



HENRY G. REED.

CLOSELY connected with the widely-known manufacturing house of Reed & Barton, is George Brabrook, who entered the service of the firm when a young man, has given the prime of his life to its service, and as one of the largest owners and the active business man of the corporation, has seen it grow into the giant enterprise of to-day. The ancestor of the Brabrook family is believed to have emigrated from Scotland to America in colonial days and to have settled in Concord, Mass. From him came all who bear the name in America. An elder brother, Alfred, first entered the service of Reed & Barton, as salesman, and pushed the use of the ware of the firm all over the country. For more than fifty years as an efficient, valuable and ready salesman and conscientious and respected citizen, his name has also been connected with the interests of the great factory. George Brabrook was born in Acton, followed his brother to Taunton, and in 1850, when twenty-two years old, was given a place in the shipping department of the factory. His energy, devotion to business, and sagacity were soon recognized by the proprietors, and he was advanced from one position to another, all of which he filled with zeal, intelligence and fidelity to the interests intrusted to his care. His mind was of that business quality that gave him a ready adaptability for whatever sphere of action was his lot, and his employers learned that the young man could be relied upon at all times and in all places. He made it a point to learn the business, and did not hesitate to give his best efforts and all his time to promoting the welfare of the firm. He was efficient not only in the shop but upon the road, and as a ready salesman helped extend the name and place the goods of the concern in all the leading cities and towns of the country. Such assiduity could not fail of securing the approbation of his employers. It was recognized in a substantial manner, and the young man who entered the works as a clerk in 1850 became one of the firm and its leading business manager in 1859. His rise was rapid, so far as years went, but it was earned by faithful work and an ungrudging devotion to duty. Mr. Brabrook has remained with the house ever since, seeing it grow into a firm with a business on its hands of tremendous volume and then a great corporation with a reputation world-wide. Such instances of perseverance and promotion are not common in these days, when young men are unwilling to work a minute over time and drop business from their thoughts the minute the factory door closes behind them. Mr. Brabrook married Miss Eliza E. Knowles in 1860. She is a descendant of Rev. Samuel Danforth, the fourth minister of Taunton, although a native of Boston. His home is one of the notable residences of the city, with its wide lawns and clumps of trees. Of his two sons the elder is connected with the factory, which manufactures wares of German and solid silver, white metal and britannia, and is one of the most important, widely celebrated industries in New England. No little of its fame is due to Mr. Brabrook.

GEORGE BRABROOK

WILLIAM REED, JR., is a descendant of the old families which landed in Newbury and began the contest with the wilderness of New England in 1636. The maternal ancestor was one of the little band to which land was granted in what was then Haverhill, and the first farm marked out by metes and bounds was his. By the re-location of State lines the old homestead site is now in the town of Hampstead, N. H. The history of the early settlement of that town is stained with blood, as Indian raids down the Merrimack River were many. The records tell of fierce fighting, daring deeds, and the death of more than one of the family under the hatchet of the savage while the struggle for mastery was going on. Both his great-grandfathers served in the Revolutionary War, one at Bunker Hill, the other at Stillwater, where a British bullet lamed him for life. He was born in Newburyport in 1842, and, after preparing for college in the high schools of that city and Cambridge, entered Harvard College and was graduated as one of the prize men of the class of 1864. He began life as a teacher and was principal of the high schools of Edgartown and Nahant, Mass., Watertown, N. Y., and Erie, Penn. His attention was attracted to journalism, and he became connected with the Fall River *News*, first, next with the *Herald* of Helena, Montana, afterwards with the Providence *Herald*, and finally with the Taunton *Daily Gazette*, which he bought in 1872 and has edited and managed since. Mr. Reed has been an untiring worker and has built up his newspaper property so that it stands in the front rank of the provincial press of the State, and has much more than a local reputation. He has been a very active citizen of Taunton, and has often been called to fill positions of trust and responsibility. He has been president of the Board of Trade, sewer commissioner, member of the School Committee, has represented the district twice in the Legislature and once in the Senate, and served as an active and influential leader in all things that have tended towards the commercial, moral and social advancement of the city. While serving in the Legislature he was made a member of the convict labor commission of the State, and was the author of the report which led to the establishment of the reformatory at Concord and the separation of convicts into two grades. He is also one of the directors of the largest corporation with headquarters at Taunton — The Massachusetts Real Estate Company — which has large investments in the East and West. He is also president of the Massachusetts Press Association, and is connected with a large number of social, literary and business enterprises at his home and abroad. Always a Republican, in the councils of that party he has held an honored place, and has been often upon the stump in advocacy of its principles, preferring to work for the election of others to office rather than for himself, on the ground that the man who conducts a modern newspaper successfully has scope and work enough to demand the employment of all his time and energy.

WILLIAM REED, JR.

FALL RIVER, the leading cotton-manufacturing city of America, owes its origin indirectly to the expansion of the Plymouth Colony, the first settlement in the immediately adjacent region having been made about 1656. In that year, on the 3d of July, the General Court of Plymouth granted to a number of the freemen of the jurisdiction a tract of land east of the Taunton River, four miles in width and from six to seven in length, bounded on the south by Quequechan, and on the north by Assonet Neck. Three years later this grant was confirmed by a warranty deed signed by the local sachems, the consideration being "twenty coats, two iron pots, two kettles and one little kettle, eight pairs of shoes, six pairs of stockings, one dozen hoes, one dozen hatchets, two yards of broadcloth, and a debt satisfied to John Barnes, which was due from Wamsitta to John Barnes." This grant was known after 1683 as Freetown.

The first settlers were principally from Plymouth, Marshfield and Scituate; some were from Taunton and a few from Rhode Island. The region round about was gradually settled, until a considerable population resided in and about Freetown. By act of the Legislature of Feb. 26, 1803, a considerable part of the ancient proprietary of Freetown was detached and erected into a township named Fall River (changed to Troy in 1804, and again to its present name in 1834). There was early a dispute as to the State boundary line, which continued a vexatious feature until it was settled in 1861, after which the citizens of Fall River were no longer obliged to acknowledge two jurisdictions, and received a considerable addition to their territory, population and wealth. In 1854 the thriving town was made a city. In 1850 its population was 11,524; in 1870, 26,766; and in 1890, 74,398.

Fall River is, in every sense, the embodiment of the sagacity, energy and successful industry of her own people. No city or town engaged in similar pursuits has greater cause for satisfaction, or can refer to stronger reasons for the exercise of a just pride in the achievements of her own citizens. The motto of her corporate seal is "We'll try," and though she has met reverses in the form of conflagrations and strikes in her mills, she has successfully passed through them and risen to still greater importance. Nature gave to her a water power in the stream from which the city takes her name that is almost unequalled; and along its whole course the mills stand like the buildings in a city street. In one year eleven mills were erected, each with from thirty thousand to forty thousand spindles, and costing over ten million dollars, and employing over five thousand hands. In 1876 there were thirty-three mill corporations operating forty mills, with an incorporated capital of $14,735,000. The first mill in the neighborhood was that erected by Colonel Joseph Durfee, in what is now Globe Village, in 1811. The first regular cloth-manufacturing enterprise was that inaugurated in 1813, and from this, properly speaking, has grown the great industry of to-day. Statistics are bewildering; these for the year 1892 will tell of the present condition of the Fall River cotton mills: thirty-six corporations operating fifty-nine mills, paid out in dividends in the year $2,155,860, on a capital of $19,518,000, or an average of 11.04 per cent. In 1891 the same corporations paid out $956,450, or an average of 4.90 per cent.

Fall River is a port of entry, and the district includes the ports of Taunton, Dighton, Somerset, Freetown and Swansea. The famous Fall River Line, a favorite route between Boston and New York, makes this city one of its three points of departure and arrival, and there are other steamboat lines centering here. The City Hall, the Durfee Memorial School and the Bristol County Court House are among the notable buildings. The educational and religious features have kept pace with the city's growth in population and importance, and no city in southeastern Massachusetts has greater advantages. There are a free public library and several circulating libraries, all of which are supplied with the latest publications and are accessible to all. There are also private and society libraries and local book clubs of special value to members. The Fall River press includes three evening dailies, and the weekly newspapers are able and representative. On July 4, 1876, the citizens celebrated by a magnificent series of exercises the one hundredth anniversary of American Independence.

JOHN W. COUGHLIN, M. D., mayor of Fall River, was born in that city, June 9, 1861. His parents were William and Abbie Coughlin. He attended the Fall River public schools until 1878. In that year he started to learn the trade of a steam and gas fitter, which trade his father, now deceased, followed before him. In 1879, after a year's work, he entered the law office of Coffey & Dubuque in Fall River, but in the spring of 1880 he left that office to enter the employ of the Providence Steam and Gas Pipe Company; there he remained about eighteen months, and then returned to Fall River, to enter the drug store of Dr. John B. Chagnon, on Bedford Street. After about fourteen months in that place, he resolved to study medicine. He was without means, but he determined to seek some employment by which he could get the funds needed to carry him through college. He sought and obtained a place as conductor on the Globe Street Railway, which he held about a year. In the fall of 1882, he was enabled to begin the study of medicine; he entered the office of Dr. Charles C. Terry and in the next spring entered the College of Physicians and Surgeons in Baltimore, and took a spring course of studies. He then returned to Dr. Terry's office for the summer, and in the fall resumed his college studies, which he pursued until March, 1885, when he was graduated. He stood at the head of his class of one hundred and sixty-one men, and received the first college prize, the Cathell Medal, for the highest average scholarship. He had opportunity to enter any one of several Baltimore hospitals, but he chose to return to his own city after graduation, and here, among his acquaintances, early acquired a lucrative practice. In 1888 Dr. Coughlin received the Democratic nomination for mayor of Fall River, but was defeated at the polls by about three hundred votes. In 1889 he ran again, when he was antagonized by those who until then were the prime factors in the local Democracy, and was again defeated by about one hundred votes. In 1890 he was again nominated by the Democrats, and, in spite of bitter and aggressive opposition from the leaders of his party, was elected by eight hundred and eight votes. In 1891 he was re-elected on the Democratic ticket by nine hundred and twenty-seven majority; and in 1892 on the same ticket by eight hundred and twenty-two majority. In the latter year Mayor Coughlin attended the National Democratic Convention in Chicago as the delegate of the Thirteenth Congressional District. Before he was elected a delegate he was a pronounced Cleveland advocate. He was, in fact, one of the first to favor the nomination of Cleveland, and he publicly expressed his choice for the presidency at a dinner of the Young Men's Democratic Club in New Bedford, which was practically the first gun for Grover Cleveland fired in Massachusetts. At the National Convention he supported Stevenson for Vice-President. Mayor Coughlin has continued the practice of medicine to the present time, and is recognized as a leading practitioner of the city.

JOHN W. COUGHLIN.

ARNOLD BORDEN SANFORD, president of the Fall River Board of Trade and of the Sanford Spinning Company, and treasurer of the Globe Yarn Mills, was born in Goldsboro, N. C., Feb. 11, 1846, the son of John P. Sanford, who left Fall River in 1840, settled in Goldsboro, and returned with his family to his native place in 1857. After attending school, Arnold B. Sanford began work in a woollen mill in Rhode Island. His intention had been to learn the woollen-manufacturing business, but his health becoming affected, he was obliged to make a change, and embarked in the hardware business. In 1869 he was married to Miss H. Emma Warren, daughter of Edward Warren, a well-known and esteemed citizen of the city. Their children are five in number, two of them, Mabel W. and Martha C., being students of Smith College, Northampton, Mass. In 1873 Mr. Sanford joined Mr. Thomas D. Covel in forming the well-known firm of Sanford & Covel, dealers in mill supplies and hardware. This firm carried on a prosperous business for nine years. In 1881 Mr. Sanford retired from the firm, as his health required a change, and turned his attention to cotton manufacturing. He proceeded to organize the Globe Yarn Mills, at Globe Village, a corporation now of national reputation. The organization of the company was effected with a capital of $200,000, and Mr. Sanford was elected treasurer. Cold water was thrown upon the venture by local investors in print-cloth mills, and many predicted early failure because the mill was not to make print cloths.

ARNOLD B. SANFORD.

But the projectors were not discouraged; they started successfully, and their success has been remarkable every year. They established the most extensive plant for the manufacture of yarns in this country. Within ten years the stockholders built and equipped three large mills, with 100,000 spindles, on a capital of $1,200,000, an actual investment of $1,600,000. Four times the capital of the concern was increased. It is apparent how largely the success of this enterprise was and is due to Mr. Sanford, who has been its treasurer all these years. In 1892 Mr. Sanford organized the Sanford Spinning Company. This company was named for him, in recognition of the splendid efforts which he had contributed to the success of the earlier enterprise. The capital on which organization was effected was $450,000. This was secured within two weeks, and included an over-subscription of $50,000. This mill will be ready to go into operation early in 1893. Mr. Sanford is president and director of other corporations in the city. He was a prime mover toward the organization in 1890 of the Fall River Board of Trade, and is now its president. His interest in public and private charities keeps pace with his interest in business and the material progress of the city. He is a warm friend of the Home for Aged People, and aids other religious, charitable and useful organizations in the community. In religion Mr. Sanford is a Baptist, and in politics a Republican. He is a strong Protectionist, being one of the founders of the Home Market Club of Boston.

JOSEPH A. BOWEN was born in Fall River, Oct. 10, 1832. He is a son of the late Abraham Bowen, who died about three years ago in his eighty-sixth year, and Sarah Ann Bowen, who has since died in her eighty-eighth year. He is a grandson of the agent of the first cotton mill that was erected in the city. At that period there were no banks, and the silver dollars in which payment for shares was made were put on the bottom of the old-fashioned clock for safe keeping. The old farm-house of Mr. Bowen's grandfather was one of the ancient landmarks of Fall River, and was located at the corner of Bedford and North Main streets, while his farm extended from Bedford to Elm Street, and from the bay to Watuppa Pond. He was one of the most prominent and influential men in the community. Mr. Bowen has always resided in Fall River. He learned the printer's trade and worked at job and newspaper printing, in his father's office, most of the time from his eighth to his twenty-third year, attending the public schools of his native town at intervals. In 1856 he went into the coal business, in which he has ever since been engaged. From the nature of his business, Mr. Bowen has for many years been interested in navigation and harbor improvements. He is the agent and the largest owner of two four-masted schooners, and has had a large amount of dredging and rock-removing done at his own expense. He has thus secured the greatest depth of water at his wharves of any firm in the port of Fall River. Mr. Bowen was married, Jan. 19, 1865, to Miss Fanny M. Corey, of Fall River. Their children are Joseph H. Bowen and Fanny C. Bowen. Mr. Bowen has several times been called upon by his fellow-citizens to accept public office. He was a member of the Fall River Common Council in 1862 and 1863, and of the Board of Aldermen in 1869 and 1870. He was appointed by Mayor Brown in 1869 chairman of the Committee on Water Supply, with power to investigate the general subject. After several months' consideration of the subject, visiting various cities, and having the water of different wells analyzed, he wrote the report to the City Council, recommending the taking of the water of the North Watuppa Pond for a supply; which report was adopted by the city government, and being submitted to the people at a special election, met an almost unanimous approval. Mr. Bowen was elected one of the original water commissioners, and put a large amount of energy into the work of pushing that great and beneficent work to a successful and speedy completion, he and another purchasing the reservoir land on their own responsibility, to keep it from the hands of speculators, and assisting the engineers in every possible way to overcome the many obstacles incident to the natural location of Fall River. Mr. Bowen is first vice-president of the Fall River Board of Trade, in which he is one of the most active workers. He is a Republican, though of late years he has not been an active political worker. Mr. Bowen and his family have long been connected with the Central Congregational Church.

JOSEPH A. BOWEN.

ROBERT T. DAVIS, M. D., was born in County Down, north of Ireland, Aug. 28, 1823, his father being John Davis and his mother Sarah (Thompson) Davis. His parents came to the United States when he was three years old, and settled in Amesbury, Essex County, Mass. His father was of the Presbyterian faith, and his mother was a Friend. He was educated in the Amesbury public schools and at the academy, and in the Friends' School in Providence, R. I. Upon the completion of his preparatory education he took a course in the medical department of Harvard University, and received his diploma in 1847. He then engaged in the practice of medicine in Waterville, Me. After remaining there three years he removed, in 1850, to Fall River, where he has ever since resided. Dr. Davis early took a deep interest in political affairs, and has held many offices of honor and trust. He was a member of the famous Constitutional Convention of 1853, and was elected to the Massachusetts Senate in 1858 and 1860. He was a delegate to the National Republican Conventions of 1860 and 1876. The citizens of Fall River chose him as their mayor for the year 1873. He was a member of the State Board of Charities when it was organized in 1863; was appointed to the State Board of Health in 1869, on its organization, and remained a member until it was merged with the State Board of Health, Lunacy and Charity, in 1879, when he became a member of that board. Dr. Davis has made a most excellent record as member of the national House of Representatives. He was elected to the Forty-eighth Congress, and re-elected to the Forty-ninth and Fiftieth Congresses on the Republican ticket. He has been a member of the Sewerage Commission, president of the Bristol County South Medical Society, councillor of the Massachusetts Medical Society, and a member of the American Medical and the National Public Health associations. Locally, Dr. Davis, while for several years retired alike from the practice of his profession and engagement in public matters, has shown deep interest in the common welfare, and has several times raised his voice in behalf of popular advantages when public questions have been discussed. He resides on High Street, his family consisting of his wife and one son (Robert C. Davis), the former having been Miss Susan A. Haight, of New Castle, N. Y., to whom he was wedded in June, 1862. He had previously married Miss Sarah Wilbur, who died in 1856. In public speech Dr. Davis is deliberate, clear, forceful and often eloquent. Grace and strength are combined in an individual style in his writing. He has been earnestly interested in the cause of education in the city, and one of the public schools has been named for him. Dr. Davis has also established a fund, the proceeds of which are used for the purchase of the "Davis Prize Medal," for the encouragement of scholarship. He has been a member of the Commercial Club since its organization; is president of the Wampanoag Mills and a director in five other manufacturing corporations.

ROBERT T. DAVIS.

CHARLES JARVIS HOLMES, son of the late Charles Jarvis and Louisa (Haskell) Holmes, was born, March 4, 1834, in Rochester, Mass. His father, as was his father before him, was a lawyer, a prominent member of the Bristol County bar, and for a long period was a member of the Massachusetts Legislature, and at one time a member of the governor's council. Charles Jarvis Holmes was five years old when he removed with his parents to Taunton, and nine years old when he and they removed to Fall River, where he has since resided. He attended the public schools of the city, and was a member of the first class formed in the Fall River High School, graduating in 1853. After graduation, being nineteen years old, he entered the service of the Massasoit Bank. At the age of twenty-one he was elected treasurer of the Five Cent Savings Bank, which position he still holds. In the same year he was elected cashier of the Wamsutta Bank, which in 1864 became the Second National Bank. He still occupies this position. Mr. Holmes is president of the King Philip Mills and of the Sagamore Mill, and a director in the Border City Mills. Mr Holmes was a member of the Massachusetts House of Representatives in 1873, and of the Senate in 1877 and 1878, being chairman of the Banking Committee. His service in the State Legislature was a most active and useful one. He served in the Fall River Board of Aldermen two years. He was a member of the School Committee for sixteen years, during which time he exerted a strong influence upon the educational affairs of the city. Mr. Holmes has been a trustee of the Public Library — which office he still holds — thirty years. He is chairman of the Civil Service Commission of the Fall River district, and has been a member of the Board of Overseers of the Poor of Fall River since the board was created during the administration of Mayor Jackson. He is also chairman of the committee of Associated Savings Banks of the State, of which committee he has been a leading member for nearly thirty years, and he has been a long time in municipal positions requiring financial sagacity. Mr. Holmes was married May 4, 1858, to Miss Mary A. Remington, daughter of Joshua and Joanna Remington, in Fall River; and their children are Mary L., Anna C. and Charles L. Holmes. The latter is associated with his father in the business of the local bank named. Mr. Holmes has long been a member and is the senior deacon of the Central Congregational Church. His position in the community is that of a progressive business man, a respected citizen and a co-operator in all movements started for the improvement of the condition of the people. On financial and municipal affairs Mr. Holmes is considered one of the best authorities in the city, and his opinion is frequently sought on difficult questions. His long experience in official and business life, and his high standing as man and citizen, will qualify him to rank among the representative men of the Commonwealth. In Fall River no man is more highly esteemed for his fine qualities of mind and heart than Mr. Holmes.

CHARLES J. HOLMES.

GEORGE ALBERT CHACE was born in Somerset, Mass., opposite Fall River, Sept. 16, 1844, and was the son of Albert Gordon Chace and Sarah Shearman (Purinton) Chace. He passed his boyhood in Somerset, and was educated in the common schools of that town. At the age of seventeen he enlisted in the Third Regiment, Massachusetts Volunteer Militia, commanded by Colonel Silas P. Richmond. He joined the command of General Foster in North Carolina, went through that campaign, and was mustered out in July, 1863. Returning from the war, he entered, in May, 1864, the office of Charles O. Shove, the projector and treasurer of the Granite Mills, and was given every opportunity by Mr. Shove to acquire a thorough knowledge of the cotton-manufacturing business as then conducted in Fall River. Ten years later, in 1874, he was elected treasurer and manager of the Shove Mills, and built and equipped Shove Mill No. 1 under the direction and plans of Mr. Shove, and in 1880 planned and equipped Shove Mill No. 2. These two mills contained about sixty thousand spindles and one thousand five hundred looms. In the following year Mr. Chace was elected treasurer and manager of the Bourne Mills, in North Tiverton, adjoining Fall River. Mr. Chace planned, built and equipped these mills with about forty-three thousand spindles and one thousand two hundred and sixty looms. Mr. Chace and the mills are widely known by reason of his system of profit sharing, which was introduced in 1889, by which the operatives, in proportion to their wages, share with the owners in the profits of the company. This system has been written about and discussed extensively with reference to its operation in the Bourne Mills, and Mr. Chace, as treasurer and manager of the mills, has contributed articles to leading newspapers explaining its advantages. It is now as successful as ever in these mills. In 1884 Mr. Chace resigned the management of the Shove Mills, though he is still a director and one of the larger stockholders. Mr. Chace is a member of the Association for Promotion of Profit Sharing, of which there are seventy-four members in the United States. Mr. Chace was for ten years a director of the Massasoit National Bank, resigning in 1892. He was married in 1870 to Miss Sarah Anna Brownell, daughter of Mr. Fenner Brownell, of Fall River. The two children of Mr. and Mrs. Chace are Eleanor Sarah Chace and Fenner Albert Chace; the former is a student in Wellesley College, and the latter is preparing in the high school for Harvard University. Mr. Chace was one of the projectors of the moral and educational work now in progress for boys in Fall River, and is vice-president of the Boys' Club and of the Young Men's Christian Association, and chairman of its extension committees. Mr. Chace has a peculiar fondness for the study of languages, and has acquired by private application during leisure hours an acquaintance with Greek, Latin, German, French, Spanish, Italian and Swedish. Mr. Chace has a modest summer cottage, "The Sea Breeze," at Stone Bridge, in Tiverton, R. I.

GEORGE A. CHACE.

STEPHEN BARNABY ASHLEY, son of William H. and Joannah (Barnaby) Ashley, was born in the suburb of Fall River now known as Steep Brook, Dec. 25, 1850. His parents were of English descent on his father's side, and of Scottish on his mother's side. Mr. Ashley went to Fall River to live in 1857; attended the public schools of the city and studied about two years in the High School, after which he went to Brooklyn, N. Y., and spent two years in the Brooklyn Polytechnic Institute. He then returned to Fall River, and worked as a clerk in the ready-made clothing store of his father. After about four years he was admitted to partnership in his father's business, the firm name being W. H. & S. B. Ashley, and the business being conducted at No. 20 North Main Street. In 1876 this firm closed out its affairs, and Stephen B. Ashley became a coal merchant, which business he carried on three or four years. In 1880 he sold out, and with Stephen Davol, of Fall River, and Byron Smith, of Providence, bought the Middlebury, Vt., cotton mills, which the three operated about a year and a half, making cotton yarn. In February, 1882, with William F. Draper, of Hopedale, J. B. Barnaby, of Providence, Simeon B. Chase, of Fall River, and others, he organized the Barnaby Manufacturing Company, of which he has since been the treasurer. The mill of this company is located in the eastern part of the city; its business is the manufacture of fine colored cotton products, or what are called "fine zephyr goods." This mill was the first one of its kind erected in this country, and the first combing machines for the combing of fine yarn which were operated in this section were run in this mill. The mill employs about four hundred and fifty hands. The business, which has a capital of four hundred thousand dollars, has paid liberally from the start. It is noteworthy as the only enterprise out of the ordinary run of cotton mills and other closely related enterprises which has been a success since the erection of cotton mills began in Fall River. The goods made at the Barnaby mill are sent to every State in the Union, and the reputation of the firm has become firmly established. Mr. Ashley was married on Feb. 18, 1874, to Miss Harriette Remington Davol, of Fall River, daughter of Stephen and Sarah F. Davol; their children are: Mary Easton, Anna Byron, William H. and Stephen B. Ashley. They reside on Highland Avenue in a large and attractive house, which has been recently erected. In the social life of Fall River he is as well-known as in business circles. He has travelled much abroad in the course of advancing his business, and is known at home and elsewhere as an active, devoted and progressive business man. He is a director in the National Union Bank of Fall River and in the Columbia Mutual Life Assurance Company of Providence. In politics, Mr. Ashley is an active Republican, and is a member of the Republican State Central Committee. On all subjects relating to the cotton manufacturing industry Mr. Ashley is well posted, and is one of the best authorities in the city.

STEPHEN B. ASHLEY.

LEONTINE LINCOLN, who was born in Fall River Dec. 26, 1846, is descended from Thomas Lincoln, a sturdy New England pioneer, who settled in Taunton in 1652, and is the son of Jonathan Thayer and Abby (Luscomb) Lincoln. He was educated in Fall River and at Providence, R. I. At nineteen he formed a connection with the business house of Kilburn, Lincoln & Co., a large concern engaged in the manufacture of cotton and silk looms, of which he is now treasurer, having become thoroughly acquainted with the details of the business. He has since extended his commercial interests in a great many different directions, however, and is president and a director of the Second National Bank, president of the Seaconnet Mills, a director in the Hargraves Mill, a director in the Tecumseh and King Philip Mills, a director in the Barnard Manufacturing Company and the Crystal Spring Bleaching and Dyeing Company. His connection with the cause of education in the city of Fall River has always been earnest, active and prominent. He has been a member of the School Committee since 1879, and its chairman since 1888; has been a trustee of the Fall River Free Public Library since 1878, and its secretary and treasurer since 1879. He is the secretary of the Board of Trustees of the B. M. C. Durfee High School, and a member of the Old Colony Historical Society. The High Street school, which he attended in early life, was named, in honor of him, the Lincoln School, a few years ago. Mr. Lincoln was married in Fall River, May 12, 1868, to Miss Amelia S. Duncan, daughter of Rev. John Duncan and Mary A. (Macowan) Duncan, who has borne him two children, Jonathan Thayer Lincoln and Leontine Lincoln, Jr. The degree of A. M. was conferred upon Mr. Lincoln by Brown University in 1889. He is a great lover of books and finds his best recreation in extending his wide knowledge of them in his valuable and complete library. Mr. Lincoln is a Republican in politics, believing strongly in the principles of his party, and earnestly advocating protection in every campaign, where his earnest eloquence has contributed much towards the success of the Republicans. In his speeches on these occasions he has shown a clear understanding and a thoroughly practical grasp of the questions at issue, notably those questions affecting the tariff, on which he has written one very important paper relating to raw material, which has been widely read. His style is forcible, graceful and correct, both in writing and speaking. Mr. Lincoln's sympathy with all moral and spiritual progress is manifest in the unostentatious way in which he devotes his powers to worthy objects apart from business. In his position as chairman of the School Board, it is realized that Mr. Lincoln is likely to have no successor who will conduct the important duties of the office with greater discretion, or aid the members by a larger fund of knowledge of school affairs. His wide knowledge of men and measures renders him a citizen who is well fitted for the duties of public life.

LEONTINE LINCOLN.

FRANK SHAW STEVENS is a native of Rutland, Vt. He was born in that town, Aug. 6, 1827. He received a common-school education, and then entered a store in Westfield, N. Y., as clerk. After four years' service in the store he made a trip with other 'Forty-niners to the newly discovered gold fields of California. He did not find the rough life of a miner to his liking, however, and soon abandoned it to go into partnership with Henry Durfee in the express business. The young men were succeeding finely when high water came on and they were forced to give up their business. Mr. Stevens then went into the restaurant business, and subsequently ran a stage line between Sacramento and Placerville. When, in 1854, all the stage lines in California were consolidated under the name of the California Stage Company, he was chosen vice-president, and had charge of an important division until 1866. On his final return East he settled in Swansea. He still resides in Swansea village, where he is held in high esteem Mr. Stevens has large business interests in Kentucky, and has been prominently identified with many manufacturing and financial enterprises in Fall River since he became a resident of the vicinity. He is president of the Globe Street Railway Company and the Fall River Merino Company, president of the Metacomet National Bank, and a director in ten local corporations. Mr. Stevens was a Democrat till the first year of the war; since then he has been an active Republican; was a State senator in 1884 and a delegate to the National Republican Conventions of 1884 and 1888. He has been married twice, his first wife having been Julia A. B. Birch, widow of James E. Birch, of Swansea, to whom he was united in July, 1858, and his second and present wife having been Miss Elizabeth R. Case, of Swansea, to whom Mr. Stevens was married April 22, 1873. They have no children. Mr. Stevens's benefactions in recent years, both public and private, have endeared him to the community; and his genial disposition makes him welcome wherever he goes. In 1890 he gave to the town of Swansea a town hall of modern architecture with a tower, bell and clock. The hall is located in Swansea Village, not far from Mr. Stevens's residence, and is known as Stevens Memorial Hall. It affords room for the Swansea Public Library, as well as for town elections and kindred uses, and for religious meetings. The seating capacity is five hundred. There are three rooms in the building: a town hall, a library, and a selectmen's room. The structure is of wall stone, taken from Mr. Stevens's fields, with Longmeadow brownstone trimmings. The hall was dedicated Sept. 9, 1891, and the occasion was a memorable one. Mr. Stevens is extremely popular in the social life of Swansea and of Fall River, and at his beautiful home there have been many brilliant social gatherings. He is interested in the raising of fine stock, and has many fine specimens on his farm at Swansea. In political as well as in business circles, Mr. Stevens exerts a strong and healthful influence, and is widely esteemed by his fellow-citizens.

FRANK S. STEVENS.

SIMEON BORDEN CHASE, one of the foremost manufacturers of Fall River, is a native of Portsmouth, R. I., where he was born Jan. 10, 1849, the son of Borden and Elizabeth (Thomas) Chase. His early days were spent in Portsmouth, and he attended school in that town until he was about eighteen years old. He then went to Providence to take a course of study in Scholfield's Commercial College. Having prepared for the first steps of a business career, he was graduated from the college and became a clerk in the office of the Merchants' Mill in Fall River. In the spring of 1870 Mr. Chase went to the West, and spent about a year and a half in Nebraska. Returning to Fall River, he resumed his place with the Merchants' Mill, in whose office he had become assistant book-keeper before he went to the West. In the year 1875 Mr. Chase left the employ of the Merchants' Manufacturing Company to accept a more responsible position with another corporation. He became treasurer of the Tecumseh Mills, in which connection he continued until about the year 1882, when he returned to the Merchants' Mill as treasurer. In February, 1885, he became treasurer of the King Philip Mills, which office he has held the past seven years. This corporation is a very large and a very solid one; is one of the oldest mill concerns in the city and one of the most prosperous. Mr. Chase's interests are by no means confined to the King Philip Mills, for he is also president of the Barnaby Manufacturing Company, and a director of the Tecumseh and Davol Mills, the Crystal Spring Bleaching and Dyeing Company, and the Stevens Manufacturing Company. He was married in 1874 to Miss Louise Whitman Hills, and their children are Mary Whitman, Annie Borden, Louise, Genevieve and Florence Chase. Mr. Chase was at one time a member of the Common Council of Fall River, but has never otherwise engaged in the affairs of municipal government, nor held prominent offices of any kind aside from business. He has for many years been an earnest student of economic questions, especially of the tariff, and the result of his study and investigation has led him to a belief in the protective policy. He is a Republican, and in recent political campaigns has made many clear, direct and effective speeches in behalf of the principle of protection as it is advocated by the Republican party. His ability as a public speaker has thus become recognized, and he has delivered many lectures and read many essays before various literary societies of the city. His writings are notable for practical insight and original presentation of his views. Especially by his articles and speeches on the tariff question Mr. Chase has established an enviable reputation and become widely known as a vigorous thinker. The many responsible positions which he holds in the manufacturing world and his extended experience render him one of the highest authorities in the Commonwealth on questions relating to his special interests. In the business as well as in the social life of Fall River, Mr. Chase is highly esteemed and very popular for his personal qualities.

SIMEON B. CHASE.

ANDREW JACKSON JENNINGS, one of the most prominent members of the Fall River bar, was born in that city, Aug. 2, 1849. His early education was obtained in the public schools of Fall River, and after leaving the high school in 1867 he pursued his preparatory studies at Mowry & Goff's Classical School in Providence, R. I. Upon graduating from this institution in 1868, Mr. Jennings matriculated at Brown University and graduated with high honors in the class of 1872. During his college course Mr. Jennings took a lively interest in athletic sports, and was captain of the base-ball nines of his class and of the university. After leaving college, Mr. Jennings was for two years principal of the Warren (R. I.) High School, and in 1874 entered upon the study of law, in the office of James M. Morton in Fall River. He then entered the Law School of Boston University, from which he was graduated with the degree of LL. B. in May, 1876. Immediately thereafter he was admitted to the bar of Bristol County, and became Mr. Morton's partner, the firm name being Morton & Jennings. This relation continued until 1890, when Mr. Morton was appointed a justice of the Supreme Judicial Court of Massachusetts. Mr. Jennings subsequently formed a law partnership with Mr. John S. Brayton, Jr., which was dissolved about a year ago. He is now engaged in the practice of law alone, and has a large and increasing business. Mr. Jennings is considered one of the ablest corporation lawyers in the Commonwealth, though he by no means confines himself to this class of practice. He early acquired an enviable reputation as a hard-working, painstaking and conscientious advocate, and this reputation has been well sustained. Among the qualities which have assured his success are his earnestness and his ability to identify himself thoroughly with the interests of his client. Mr. Jennings was a member of the School Committee of Fall River for three years, during which time he rendered valuable aid to the cause of education. He was elected to the Massachusetts House of Representatives in 1877, and served on the Judiciary Committee in that body. Re-elected the following year, he again served on the same committee. In 1881 Mr. Jennings was elected to the State Senate, where he was also a member of the Committee on Judiciary. He was one of the most active and useful members of the Legislature, and though a strong Republican he was not biassed by partisanship. He has at various times taken an active part in political campaigns, his speeches being remarkable for the effectiveness of their logic. Mr. Jennings has for several years been a trustee of the corporation of Brown University. He is also identified with several of the leading corporations of the city, being a director in the Merchants' Mfg. Co., the Globe Yarn Mills and the Sanford Spinning Company. In religion, Mr. Jennings is a Baptist. His domestic and social relations have been very pleasant. On Christmas Day, 1879, he was married to Miss Marion G. Saunders, of Warren, R. I., and they have two children, Oliver Saunders and Marion Jennings.

ANDREW J. JENNINGS.

THE city of Fall River does not rest her fame alone upon her manufactures, or the fact that she has given her name to the most famous of the world's floating palaces. She excels in the character of her public men, and to none of them does she offer a more generous meed of respect than to the gentleman upon whose career this slight sketch is based. James Frederick Jackson, son of Elisha T. and Caroline (Fobes) Jackson, was born in Taunton, Mass., Nov. 13, 1851. In his boyhood he attended the Taunton public schools, and after proper preparation entered Harvard University in 1869, and was graduated therefrom four years later. He went from college, where he studied diligently, to the law office of Hon. Edmund H. Bennett, in Taunton, and subsequently pursued a course in the Boston University Law School, being graduated in 1875. In the September following graduation Mr. Jackson opened a law office in Fall River. He practised his profession alone until 1878, when he formed a law partnership with John J. Archer, Esq. Mr. Archer dying in 1882, Mr. Jackson formed a partnership with Mr. David F. Slade, the firm name being Jackson & Slade. In June, 1891, Richard P. Borden, Esq., became a member, and the firm name was changed to Jackson, Slade & Borden. This firm is at present (1892) one of the leading law firms of Fall River. Mr. Jackson was married on June 16, 1882, to Miss Caroline S. Thurston, daughter of the late Rev. Eli Thurston, D. D., who was an honored pastor of the Central Congregational Church of Fall River, and of Julia A. Thurston, who survives her husband. Mr. and Mrs. Jackson have one child, a daughter, Edith. Mr. Jackson has not been without some military experience, having become connected with the Massachusetts Volunteer Militia in 1879; served as second lieutenant of Company M, First Regiment Infantry; served as paymaster on Colonel A. C. Wellington's staff, and having been elected major and lieutenant-colonel, which latter office he resigned in 1891. He was solicitor of Fall River from 1880 to 1889, with the exception of one year, and was elected mayor of the city on the Republican ticket in 1888, and again in 1889. In his practice as a lawyer, both before and since his acceptance of the mayoralty, he has been connected with many very important cases, and has been quite as conspicuous in his legal services in other parts of the State as in Fall River, while his conduct as city solicitor of the case of the city in the water suits pending during his administration as mayor was recognized as exceptionally able and honorable. Mr. Jackson has been connected for years with the Central Congregational Church, of which he is an influential member; was the first president of the present Fall River Young Men's Christian Association; and is an active promoter of public enterprises, both by reason of his connection with the Fall River Board of Trade and in his capacity as a sound and able business man. On all questions of municipal policy and government, Mr. Jackson's word carries great weight.

JAMES F. JACKSON.

OCCUPYING a prominent position on the northern promontory of Massachusetts Bay, a headland about five miles in average breadth and extending about nine miles from the mainland into the Atlantic Ocean, named Cape Ann by Prince Charles of England in honor of his mother, the consort of James I., Gloucester combines in an unusual degree the attractions of woodland, hillside, beach and sea.

Its wholesome ocean breezes, seaside delights and facilities for sailing, fishing and bathing; its lovely inland byways and rural drives and rambles; its sweet-scented pastures, covered with the fragrant bayberry, sweet-fern, and acres of wild roses; and its sightly hills, commanding the most beautiful prospects by sea and land, have made it a favorite summer resort for thousands from all parts of the land.

Its natural location and the enterprising, adventurous and hardy character of its early settlers have made it the leading fish-producing port of the western continent. Its keels part all waters, from the outlying banks of the New England, Canadian and Newfoundland coasts to far-away Greenland, Iceland, and the North Sea. Its white-winged messengers of fishing commerce vie in symmetry of outline, staying qualities and speed with the costly pleasure yacht of the lordly millionnaire. Its hardy sons know no fear, and are deterred by no danger in their pursuit of the finny tribes, and its enterprising merchants are prompt to adopt every device to place their product upon the market in the most attractive and inviting guise.

The first occupation of the territory by white men was in 1623, when a fishing vessel sent out from England completed its cargo in Massachusetts Bay, and proceeded with the same to Spain, leaving fourteen men "in the country at Cape Anne" to commence a plantation. Returning the next year with another vessel, both proceeded to England after an unsuccessful season, leaving thirty-two men behind. In 1625 three vessels were sent out from England with "kine and other provisions," and Roger Conant was summoned from Plymouth as governor of the new colony. But from various causes the enterprise failed, the plantation was broken up, and Mr. Conant and some of the men went further west to Naumkeag to establish the colony at Salem. How soon thereafter Gloucester became the residence of new settlers it is impossible to tell. It seems to have had permanent residents in 1633; fishing operations were conducted as early as 1639, and it was incorporated as a plantation in 1642.

It is now a city of 26,000 inhabitants (incorporated in 1873). Its leading industry is fishing, in which it employs a fleet of 375 vessels, of some 25,000 tons, and from 4,000 to 5,000 men. It has also a large net and twine factory, an anchor factory, three marine railways, and other manufactures incidental to the fisheries; a shoe factory and other business enterprises; an excellent system of water supply, gas and electric lighting plants, an electric street railway, railroad and steamboat connection with Boston, a free public library, and numerous institutions of charity and benevolence.

The loving loyalty of her sons is shown by the Old Ladies' Home, the gift of Joseph F. Huntress; the Home for Aged Men and Women, the Gilbert Hospital, and other benefactions from Addison Gilbert, who left his entire estate for local public benevolence; the Sawyer Free Library, Ravenswood Park, and charitable endowments from Samuel E. Sawyer, a princely benefactor; a fund of $10,000 for temperance work from Charles Saunders, and prospective benefits from the estates of John Woodward Lowe and George O. Hovey.

Last summer Gloucester observed the two hundred and fiftieth anniversary of her incorporation as a town, with a three days' celebration on a scale of magnificent proportions. The White Squadron and many beautiful private yachts graced the waters of her beautiful harbor; her sons and daughters came home from distant States to exchange their congratulations with their old-time school-fellows; her streets were thronged with visitors from far and near to witness the spectacular exhibit; and statesmen, soldiers, sailors, artists, merchants and men eminent in every walk of life sat at her hospitable board.

Entering thus upon a new era, with bright prospects ahead and energy to secure them, who shall predict her future career? The beauty which Nature provides will always endure to attract visitors to her health-giving shores; the sea will not refuse its harvests to recompense the toil of her valiant sons, and, with a past to rejoice in, she may confidently look forward to further advance, additional triumphs, and a glory yet to be won.

ASA G. ANDREWS, mayor of Gloucester, was born in West Gloucester, June 24, 1843. When a child his parents removed to the neighboring town of Essex. Here he spent his childhood, and obtained a good common-school education among a sturdy and well-to-do people, amid pleasant scenes and intelligent companionship. At the age of twenty-one he left this home and branched out for himself, and for five years was in the grocery business at Concord, N. H. He then went to Gloucester and entered the employment of Charles Parkhurst & Son, and later on acted as agent for the Parkhurst marine railways, which position he filled with ability for sixteen years. Mr. Andrews has been closely identified with the affairs of the city, and has always acted with the Republican party, serving on the city committee for a number of years. In 1880 he was honored by the citizens of Ward Three with an election to the Common Council, and re-elected in 1881. In 1882 he was elected alderman, and re-elected in 1888 and 1889, the latter year serving as president of the board with credit. During his term of service he was a valuable, conservative and conscientious member of the committees on Public Property, Police, Fire Department and Accounts. As chairman of the Committee on Public Property he had charge of the erection of the handsome new high school building, the new police court house and armory, buildings of which any city may well be proud. His care and attention, and his practical business methods, made quite a saving in the cost of these well-planned buildings. He was also a member of the board of trustees of the Huntress Home for Aged Ladies. In December, 1890, he was elected mayor by a handsome majority, was re-elected in 1891 and in 1892, and is now serving his third term, an honor which never before has been accorded to any citizen, proving his popularity as a man and a public official. He now devotes his whole time to the affairs of the city, and citizens are sure of a careful hearing when they call on His Honor at the City Hall during office hours. In 1892 the two hundred and fiftieth anniversary of the incorporation of Gloucester as a town was celebrated, an arduous year for one occupying the position of mayor. The chief executive acquitted himself with great credit, and proved to be the right man in the right place, taking a great interest in forwarding matters, and aiding the anniversary committee in every way to make the occasion, as it proved to be, one of the most successful and well-conducted celebrations ever attempted in the Commonwealth, long to be remembered by all who came from far and near to do honor to the good old city by the sea. Mr. Andrews is a veteran Odd Fellow and a member and past sachem of the Red Men. He is a charter member, director, and member of the investment committee of the co-operative bank. He married, Dec. 21, 1863, Almira C. Haskell, of West Gloucester, and has two daughters living,—M. Addie, wife of Charles H. Coos, of East Gloucester, and Miss Edith G. Andrews.

ASA G. ANDREWS.

SYLVANUS SMITH was born in Sandy Bay (now Rockport), Gloucester, March 10, 1829. He was a son of William and Charlotte (Poole) Smith. Captain Smith's great-grandfather was born on Castle Island, in Boston Harbor, in colonial days, and served as a privateersman in the Revolutionary War. His father, William, lived to a venerable age, dying in Gloucester, May 18, 1883, lacking only a month of the age of 85. His mother belonged to a family long and intimately connected with the history of the town. Captain Smith's education was received in the public schools of his native village. In those days the boys had to "lend a hand," and at eleven years of age he started out to earn a living as an operative fisherman. By hard work, perseverance and a determination to succeed, he worked his way up to be master of his craft, then owner and outfitter of a large fleet. In 1864 he entered into partnership with Captain Joseph Rowe, also a successful master-mariner in the fishing trade, engaging in the business on an extensive scale. In 1867 the copartnership was dissolved, Captain Smith continuing the business with Addison Gott, Jr., the firm continuing for ten years, when Mr. Gott retired, and later Captain Smith took as a partner his son-in-law, E. Archer Bradley, and afterwards admitted his son, Howard F. Smith, under the style of Sylvanus Smith & Co. The business is still conducted on an extensive scale, fitting a large fleet and handling large quantities of fish. In politics Captain Smith is an ardent Republican, and he is now serving his second term as a member of the Massachusetts House of Representatives, where he has made a good record as an industrious and useful member, particularly on matters connected with the fishing and maritime interests, in which he is well versed. He is popular in his party and out of it, and no doubt will win other honors in the political field if he desires to do so. He has represented the fishery interests of his native city on several occasions at Washington, Halifax, etc., when practical information was desired to protect the rights of the fishermen and outfitters. He has been a director of the Gloucester Mutual Fishing Insurance Company for the past twenty-five years; for nearly twenty years a director of the First National Bank of Gloucester; vice-president and director of the Gloucester Net and Twine Company for the past eight years, and president of the Gloucester Board of Trade in 1890 and 1891. Captain Smith has been twice married, — first to Sarah P. Atwood, who died without issue. His second wife is Eliza C., daughter of Charles and Harriet (Smith) Rowe, of Rockport, by whom he has had twelve children, five of whom are now living, viz., two daughters, — Martha, wife of E. Archer Bradley, and Eliza, wife of Fred. A. Fisher, — and three sons, Howard F., Horace and Sylvanus. He is an excellent representative of the hardy men who have done so much to develop the fishery interests of Gloucester, and, having accumulated a handsome estate, is content to commit a portion of the responsibility to younger men, and devote his time to public duties.

SYLVANUS SMITH.

WILLIAM H. WONSON, 3D, comes from a well-known Gloucester family, being a descendant of John Wonson, an early settler at Sandy Bay, now Rockport, where he married a daughter of the first settler, Richard Tarr, in 1720, and had a house as early as 1726. John Wonson's youngest son, Samuel, removed to East Gloucester, at which place the family is now a large one, his descendants being among the most enterprising, reliable and persevering fishing merchants of Gloucester, and are now numbered among her most respected citizens. William H. Wonson, 3d, was born in Gloucester, June 22, 1826, son of William H. and Susan (Parsons) Wonson, who are both still living, being among the oldest citizens. Mr. Wonson is probably the only man in the city, of his age, who has both his parents now living. Mr. Wonson was educated in the public schools of Gloucester. In his boyhood and early manhood he followed the fisheries as a business for eighteen years, starting out at the tender age of ten years to earn a livelihood, and help his father along, as a fisherman, rising to the command of a fine fishing schooner at the age of twenty-four years, and continuing as master for four years. About this time he retired from fishing, and with his father, his two brothers, Benjamin and Addison, established a new branch of the fishing business, the purchase, smoking and sale of smoked halibut, under the firm name of William H. Wonson & Son, which enterprise from the start has been very successful. Mr. Wonson has ever been an active Republican, has frequently served as a member of the City Committee from Ward One, and always taken part in public affairs. When the city government was established in 1873 he was elected as an alderman from his native ward, and re-elected in 1874, serving for the years 1874 and 1875, the first years of the city government, with credit to himself and benefit to his ward. He was chosen representative to the Massachusetts General Court in 1881, re-elected in 1882, and was a valued member, especially on matters connected with the fisheries. He served on the important committee of harbor and public lands. He kept well in line in his political career, for in the year 1883 he was the choice of the people for mayor, and was re-elected to serve in 1884, making an honest and conservative executive. He is the only Gloucester mayor who has ever had the same Board of Aldermen elected and serve for the two consecutive years while he held the office. Mr. Wonson is president of the Gloucester Fisherman's Institute, director and member of the Executive Committee of the Gloucester Board of Trade. He is a trustee of the Prospect Street Methodist Episcopal Church, in which he takes a lively interest. He spends his summers at Asbury Grove. He married, April 30, 1848, Judith W. Tarr, by whom he had four children, one son and three daughters. The son died in early life; the oldest daughter, Judith E., married Augustus Hubbard; Ida married Osborn P. Linnekin, and Josephine married Sidney H. Savage, and all are settled in Gloucester.

WILLIAM H. WONSON, 3d.

FRANCIS PROCTER, eldest son of Francis Epes and Ann (Allen) Procter, was born in Gloucester, March 16, 1833. His mother was descended from Rev. John White, who, ordained April 21, 1703, served the First Parish fifty-eight years. On his father's side he is a descendant from Rev. Francis Higginson, the first minister at Salem, John Procter who was put to death in the witchcraft delusion of 1692, and Colonel William Prescott, of Bunker Hill fame. He was educated in the Gloucester public schools. His father died in 1846, when he was thirteen years old, leaving him, with two younger brothers, the support of his mother, who shortly after lost her eyesight. Borrowing of her one dollar he purchased thirty-three copies of the *Flag of our Union* and thus started a business now embracing printing, publishing, bookselling, stationery, wall-paper and a general newspaper trade. In 1854 he took his brother, George H. Procter, as a partner, starting the firm of Procter Brothers (his younger brother, William A., having died in 1848). In July, 1853, "Procter's Able Sheet" was started and published monthly, and was later changed to the Gloucester *Advertiser*, a semi-monthly. In 1856 the *Cape Ann Advertiser* was first issued and is still published weekly. Their latest venture, the Gloucester *Daily Times*, came out June 16, 1888, and is now printed on a Cox duplex perfecting press. Mr. Procter has always been interested in public improvements notably, the laying out of Bellevue Heights for residential lots. The firm is also interested in Wolf Hill and Willoughby Park, pleasant summer resorts. Mr. Procter was a delegate to the first Free-Soil Convention at Worcester; served as auditor of the town accounts in 1861; attended the Liberal Republican Convention of 1872; was a member of the Conference Committee that nominated Charles Sumner for governor; was alderman from Ward Four in 1876, and has always been an active Republican. He joined the Masonic Fraternity in early manhood, was secretary of Tyrian Lodge for two years, chairman of the Parish Committee of the Independent Christian Society (the oldest Universalist Church in America), from 1883 to 1889; is secretary and treasurer of the Wolf Hill Land Company, and president of the Willoughby Park Land Association. He is also director of the Gloucester Board of Trade, chairman of the Committee on Manufactures, director of the Gloucester Coöperative Bank, and a member of the Board of Park Commissioners. Mr. Procter married in Marlboro', Mass., March 15, 1856, Mary Melissa, daughter of Solomon and Mary H. (Perkins) Rice, of that town. His children are Frank Rice, George Perkins (deceased), William Allen and Mary M. Procter. He helped organize the Massachusetts Press Association in 1869, served as secretary two years, vice-president five years, president three years, is fourth vice-president American Associated Dailies, and has been delegate to many conventions of the National Editorial Association, and member of its Executive Committee. Mr. Procter has travelled extensively, spending two winters in Bermuda.

FRANCIS PROCTER.

PITTSFIELD is the first city of Berkshire County. It is situated almost in the centre of a geographical amphitheatre, the Taconics, Washington Mountain, Perry's Peak and Potter Mountain rising about it like sentinels. Visitors are speedily impressed with its wide streets, stately trees and substantial buildings. There are six lakes within Pittsfield's borders and numberless scenic panoramas which would alone make the place celebrated. Pittsfield became a city in 1891, feeling that, with eighteen thousand inhabitants, letter-carrier service, well-organized police and fire departments, fire-alarm telegraph, fine water supply, electric lights, telephone facilities, first-class sidewalks, street railway, etc., the place had attained municipal importance. By this change, however, Pittsfield has lost none of its air of refinement and its loveliness as a summer resort.

Since 1868 Pittsfield has been the county seat, thus gaining a fine marble court house and soon after a correspondingly substantial jail. Admirable railroad facilities have contributed much toward its development, Boston and New York being within five hours' ride by way of the Boston & Albany and Housatonic branch of the New York, New Haven & Hartford Railroad. Pittsfield has always nurtured its educational, industrial, social and religious interests. Its aristocracy has never been of the purse-proud, arrogant type, but rather of the earnest, patriotic sort, possessed of the same spirit that led "Fighting Parson" Allen to drop his sermon to participate in the battle of Bennington. Linked with the history of the town are the names of Plunkett, Barker, Pomeroy, Allen, Francis, Parker, Colt, Dunham, Childs and Russell. The town has always had something of a literary tone, deepened perhaps by Dr. Oliver Wendell Holmes's summer residence, Herman Melville's home at "Arrowhead," and the late Poet Longfellow's frequent visits. Its pulpits have almost invariably been filled with pastors of strong personality, such as Rev. Dr. John Todd, Rev. Dr. Heman Humphrey, Rev. Dr. William C. Richards and Rev. Dr. William Wilberforce Newton.

Several libraries were founded as early as 1796. The Athenæum, Pittsfield's present library building, stands a monument to the late Thomas Allen, one of her self-made sons, who never lost his love for his native place, although most of his life was passed in the West, he being the chief promoter of the Pacific Railroad and president of the first company that began its construction. The Athenæum also contains an art gallery and museum and rooms of the Berkshire Historical and Scientific Society.

The Business Men's Association was organized in 1881 with over a hundred members, and has convenient rooms of its own. Pittsfield's increasing manufacturing establishments are to a great extent hidden away in the extremities of the city, so that the principal streets retain all their old picturesqueness, so agreeable to the hundreds of visitors who annually flock from the great cities to its summer hotels and many private residences. The place has interesting residences. There is, for instance, the Thomas Plunkett house, once the home of Thomas Gold, who, tradition has it, sat in an upper chamber and saw his own funeral, as the procession passed to the cemetery. It was necessary, if the old story is to be believed, that, owing to some financial transactions, he should be dead. After the obsequies he made his escape to distant lands. It was in this house that Longfellow's famous poem, "The Old Clock on the Stairs," was written, and the clock remains in the same hallway to this day.

Twenty-six common schools serve to show the wide diffusion of educational advantages. At a period just before the town became a city the real estate valuation was placed at $7,101,525, with personal estate sufficient to bring the grand total to $9,893,959. Pittsfield's banking facilities are excellent, the loan and discount business of three institutions reaching over $2,000,000 in a recent year. Its industries are widely diversified, although the manufacture of woollens, yarns, braids, shoes and shoe and iron specialties predominate. The city has several noteworthy insurance companies and four newspapers. Pittsfield, with its uncommon advantages and encircled by such interesting places as Lenox and Stockbridge, is an ideal home.

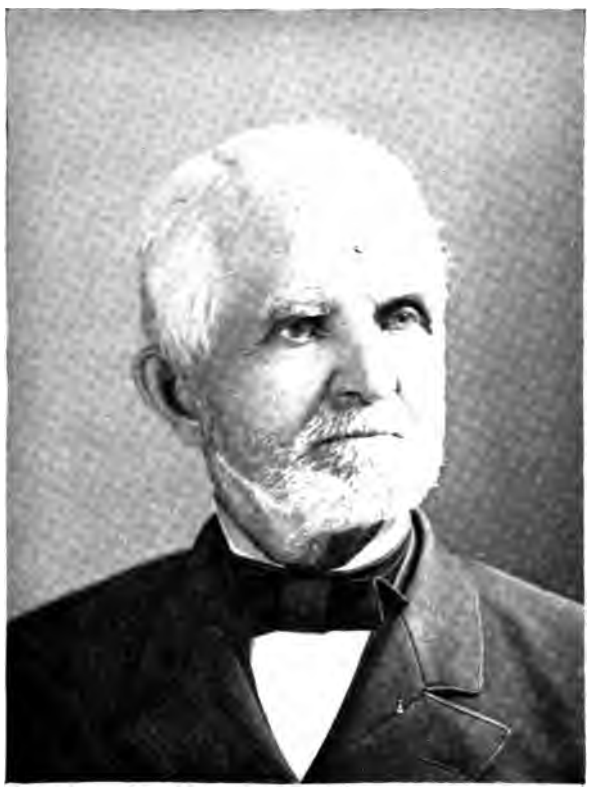
JABEZ L. PECK, mayor of Pittsfield and once before the chief executive of his native city, was born Dec. 7, 1826. He descended from pioneer New England stock, his father Jabez and his uncle Elijah Peck being the founders of what is now known as the Peck Lower Mill, he succeeding them in the manufacture of cotton yarn. His mother was Clarissa Peck. Young Peck gained a good education in the public schools and early entered the manufacturing business, which was to prove his life-work, grasping its details readily, for he inherited a liking for the important industrial niche destiny had marked out for him. In 1864, in company with Joseph K. Kilburn, he built the Peck Upper Mill, for the manufacture of flannels. Four years later he bought out his partner and in 1888 constructed the large weave sheds of the Peck Manufacturing Company. He is at the head of this prosperous concern, which gives employment to two hundred and fifty hands, and from the first, through poor and prosperous times, has conducted it with rare business skill, energy and forethought. His life as a business man, public officer, citizen and pioneer is thoroughly interwoven with the history of the old town which he has served five years as water commissioner, ten as chief engineer of the fire department, having always been a member of Company No. 1, and one year a selectman. He is president of and a director in the stanch old Berkshire Mutual Fire Insurance Company, which was organized in 1835, a director and member of the Finance Committee of the Berkshire Life Insurance Company, a director in the Agricultural National Bank, a trustee and member of the Finance Committee of the Berkshire Savings Bank, and a trustee in the Pittsfield Cemetery Corporation, beside being prominent in the affairs of the First Church parish. Mr. Peck was elected to the Board of Alderman from Ward Three in 1890 and was chosen president, in which position he did efficient work. So heartily did his work commend itself to members of his party that he was unanimously nominated for the mayoralty a year later, and although the city is naturallyDemocratic, was elected after an exceedingly exciting and interesting campaign. His administration was characterized by a firm and wise control of municipal affairs, and an economical management of the city's finances. At the close of his administration there was a general demand for his renomination, which was so strong as to overcome his personal preferences, and he reluctantly consented to again be a candidate. He was re-elected by a largely increased majority, at a time when the city stood peculiarly in need of a firm and level-headed executive, the result giving satisfaction to men of all parties. Mayor Peck was married in 1853 to Miss Elizabeth D. Dowse, and has two children, Thomas D., who is associated with him in business, and Miss Mary Clarissa Peck. He resides on East Street, one of the loveliest and most aristocratic avenues of the city. Mayor Peck has the reputation of being one of the ablest financiers in Berkshire County.

JABEZ L. PECK.

COLONEL WALTER CUTTING was born in Westchester County, New York, April 19, 1841, being the son of the late Robert L. Cutting and the late Juliana Cutting, of New York City. He spent his boyhood days in and about the metropolis. Entering Columbia College, he was graduated from that institution in the class of 1862. The war had fairly begun as he closed his studies, and he was not long in determining which way duty led. He was mustered into service as ensign of Company G, Thirtieth Regiment, New York Volunteers, Jan. 10, 1862. He was speedily detailed on staff duty as aide-de-camp to Brigadier-General (afterwards Major-General) C. C. Augur. Three months after enlisting he was promoted to the first lieutenancy of Company G. The next year he was made captain and additional aide-de-camp, being mustered out of service in July, 1866, when he was brevetted lieutenant-colonel, for "gallant and meritorious services." In December, 1863, Lieutenant-Colonel Cutting was made major and senior aide-de-camp of the Twenty-second Army Corps. Although closely confined to his varied business enterprises, he has never lost interest in military affairs, being a member of the Grand Army and of the Military Order of the Loyal Legion of the United States. Mr. Cutting is now colonel and senior aide-de-camp to Governor William E. Russell of Massachusetts, in which State he has resided since May, 1868. Thus, at the age of twenty-five, Mr. Cutter found himself a lieutenant-colonel, having been graduated when he was only twenty-one years old. Two years after returning from the war he engaged in the manufacture of paper at Dalton, Mass., with the late Major-General William F. Bartlett, of the United States Volunteers, the firm being known as Bartlett & Cutting. The concern was dissolved in September, 1875, after having gained a wide-spread reputation for the quality of its products. During his whole life Mr. Cutting has been a fancier of fine horses and cattle, and for several years past has devoted especial attention to the breeding of fast steppers and Guernsey cattle, until the Cutting farm has become justly celebrated throughout the Eastern States. Colonel Cutting has many other interests, however, his stock interests being simply the outgrowth of a gentleman's stable. Although he spends some of his time in New York, Colonel Cutting has a deep and abiding interest in Pittsfield affairs, and has played his part in the development of the bustling Berkshire city, being identified with its most solid institutions. His residence and grounds are among the finest in that picturesque municipality. In his earlier years he was interested in the George Y. Learned Engine Company No. 2, which is the "crack" fire organization of Pittsfield. Colonel Cutting stands high in Masonry, having reached the thirty-third degree, and is also a member of the Mystic Shrine. He was once the Democratic candidate for the lieutenant-governorship of Massachusetts. He wedded Miss M. C. Pomeroy, daughter of Robert Pomeroy, of Pittsfield, Sept. 30, 1869.

WALTER CUTTING.

OLIVER WELLS ROBBINS is a genuine son of Berkshire. He was born in Pittsfield, Aug. 20, 1812, and has always lived there, his parents being Elijah and Thankful Wells Robbins. Young Robbins, after completing the course of the public schools, engaged in farming, which occupation had consumed much of his previous attention, for he was brought up in the stern school of workers, which has produced so many successful men. It may be truly said of him that he has never known an idle day in all his long life. In 1856 he started in the retail shoe business, which he continued for ten years, until, his health failing, he was forced to retire. Four years later, having recovered his bodily vigor, he engaged in shoe manufacturing with Charles W. Kellogg, the firm being known as Robbins & Kellogg, and being still in existence. Mr. Robbins was elected to the Massachusetts House of Representatives in 1880, and was a member of the State Senate ten years later. In 1892 he served the Democrats as candidate for mayor of Pittsfield. He has always taken a deep interest in public affairs, and has rarely been known to miss a town meeting or caucus, no matter how small its promised import, and has sometimes been styled "the watch-dog of the treasury," because of his economical views. Still, his prudence is anything but of the miserly type, and his candor and fairness have always been so marked as to win him friends among his political opponents. A prominent newspaper, independent in its politics, once summed up Mr. Robbins's characteristics in these words: "He is a good financier, a safe counsellor and a man of sand." He is familiar with all the plodding hardships of life, which has proved a valuable experience, not only to himself but to his constituents. Beginning the shoe manufacturing business in a modest way, he has seen it increase until the yearly cash transactions of the concern have exceeded five hundred thousand dollars. The firm of Robbins & Kellogg is doubtless the largest industry of its kind in Western Massachusetts, occupying two five-story brick buildings, equipped with the most improved machinery for the manufacture of shoes. The company has an established reputation on men's and boys' fine and medium calf goods. Mr. Robbins has been intimately identified with Pittsfield's real estate interests and the development of the shire town and city. He is a director in the stanch old Berkshire Mutual Fire Insurance Company and connected with other influential institutions. Mr. Robbins wedded Miss Ann Maria Merrill, Sept. 26, 1837, and they have had two sons and two daughters, all of whom are dead except the oldest daughter. Though somewhat advanced in years, Mr. Robbins retains a large share of his health and mental vigor, and while he has resigned the conduct of some of his business interests to younger men, that he may the more enjoy a well-earned competency, he is as active as ever. Whatever life has afforded him has been found in Berkshire, and Pittsfield has no more loyal son or ardent admirer.



OLIVER W. ROBBINS.

EDWARD STILLMAN FRANCIS was born in Pittsfield, Dec. 20, 1835, of one of the oldest and most influential families in town, his parents being James and Sarah C. Francis. He received his education in public and private schools of the place, one of his boyhood associates being Marshall Field, now the millionnaire clothier of Chicago. At a very early age young Francis became a clerk in the Pittsfield bank, just after its establishment. He remained with this bank three years, constantly advancing in position under Junius D. Adams, a most competent and successful cashier. Before attaining his majority Mr. Francis accepted the post of cashier of the Shelburne Falls Bank, at Shelburne Falls, Mass., where he remained until December, 1863, when he was recalled to the Pittsfield National Bank to become its cashier, the place being made vacant by the resignation of Mr. Adams. The bank by this time had assumed an exceedingly important position, its officers being men of uncommon ability, and many of them veterans in the commercial and financial life of Berkshire. Under Mr. Francis's twenty-nine years' administration the bank has met with a continuance of the uninterrupted success that had marked its earlier operations, the volume of business having steadily increased, every dividend and demand being promptly met, while never has the suspicion of a cloud rested upon the institution. Its capital stock is five hundred thousand dollars. Mr. Francis has devoted his entire energies to the bank management, and enjoys the full confidence of the community in which he moves. He is a man of scrupulous integrity, of literary culture and refined tastes. His experience and ability have called him into many positions of public trust. He was one of the incorporators of the Berkshire Athenæum, having as colleagues in that beneficent enterprise such men as Hon. Thomas Allen, Rev. Dr. John Todd, Senator Henry L. Dawes and General W. F. Bartlett, and has served the institution as treasurer many years, beside acting as auditor and a member of the Library Committee. Mr. Francis was appointed chairman of the Funding Committee of the Town Debt, and was for years the sole trustee of a very large property. Mr. Francis is passionately fond of music, and has become accomplished in that art. While his talents in this direction are chiefly exercised in securing relaxation from his manifold responsibilities, they have not infrequently been turned toward the benefit of the public. Mr. Francis's handsome residence on Jubilee Hill, so called because of the famous Berkshire jubilee held upon it, occupies one of the finest locations in town, there being an unobstructed view for many miles in all directions. Turning north through Onota Street, there is a lovely drive, Greylock Mountain being directly in front. Mr. Francis wedded Miss Eleanor Tucker. Of this union there are two children living, Dr. E. N. Francis, now residing in Texas, and Miss Nellie A. Francis, who makes her home with her father. Both are fond of music, like their father, Miss Francis being an accomplished pianist.

EDWARD S. FRANCIS.

JOHN CHAPMAN WEST was born at Washington, Mass., March 9, 1811, the second child, in the family of six sons and one daughter, of Abel West, Jr., and Mathilda Thompson West. His grandfather, Abel West, came from Tolland, Ct., having borne his share of trials in Revolutionary times. When Governor Trumbull called his fellow-citizens together to drive invaders from the colonies, the Wests were a sturdy race of farmers, coming from England to Plymouth, and settling in Duxbury in 1636, although a few followed the sea. Abel West, Jr., moved from Washington to Pittsfield in 1816, and then his son John attended school, and later a private academy. On the West's farm was a brick yard, and John, soon becoming an adept, followed that trade in summer, learning shoemaking to fill up the winter months. In 1836 he opened a shoe store in Pittsfield, in company with I. and E. Peck. Three years later he, with Doria Tracy, took the old Bissell store, on the public square, and began a general business. A few years later he bought out his partner, also the building and site, on which he erected West's Block, in 1850. In 1844 his brother Gilbert joined him, and they are still associated as John C. West & Brother. In 1836 Mr. West wedded Clarissa J. Root, who died six years later. They had one son, Charles E. West, who is living in Pittsfield. Mr. West was married in 1844 to Maria L. Goodrich. Their living children are: John K., of Detroit; Dr. Frank E., professor in the Long Island Medical College, Brooklyn, and Frederick T., of Chicago. Mr. West was a man of uncommon physical strength, and as captain of the Berkshire Greys, a militia company, gained special prominence on training days. He was the first foreman of the earliest hand-engine company,—the Housatonic,—and was afterwards chief engineer. Mr. West assisted in the formation of the Pittsfield National Bank, and was long a director, rarely being absent from the meetings of the board. He is a director in the Berkshire County Savings Bank and the Mutual Fire Insurance Company, serving as president of the latter nine years. As director of the Pittsfield Cemetery Corporation, his advice has been especially helpful in developing a most beautiful burial ground, while the First Congregational Church has counted him among its most valued supporters. For half a century he sang in its choir. Mr. West has always been an enthusiastic Democrat, serving two terms in the Legislature. Many Pittsfield streets were laid out and over a hundred buildings erected by John C. West & Brother. Mr. West was chosen selectman in 1853 and again in 1856, being thereafter re-elected nineteen successive times, always acting as chairman. He was active in securing the removal of the county buildings to Pittsfield, and in obtaining desirable sites for them. During the war he rendered great service in forwarding companies, and later in erecting a fitting monument to its fallen heroes. Judge Barker paid a fitting tribute to Mr. West in his address at the city inaugural, in 1891, recognizing the many and valuable services he has rendered to his fellow-citizens of Pittsfield.

JOHN C. WEST.

ARTHUR H. HALL was born at Savoy, Mass., Nov. 9, 1851, his parents being George and Jane C. Hall. He received the advantages of a common-school education in his native town, after which he entered the store of the Lanesboro' Iron Company, at Lanesboro', Mass., as clerk. Here he remained from Jan. 1, 1866, to June 1, 1872, during which time he developed ability as an accountant. Upon leaving his Lanesboro' position, he became book-keeper for Rice, Robbins & Co., of Pittsfield, which place he retained only a few months, resigning to accept a similar post with the firm of Prince & Walker, of the same town. Two years later he moved to Boston and became book-keeper for A. H. Miller, serving in that capacity considerably more than a year, when, an opportunity being offered him to return to Pittsfield, he determined to accept, as he was much attached to the big Berkshire town and closely identified with its interests. Accordingly, he returned and became accountant for the concern of Robbins, Gammell & Co., Oct. 1, 1877. This connection was continued until March 1, 1888, when he was admitted to partnership in the firm, which has long carried on an extensive business in steam-heating apparatus, iron piping, boilers, engines, pumps, sprinklers, etc., on West Street. Mr. Hall still remains a member of this house, which is one of the oldest and most successful not only in its line, but of Pittsfield's varied concerns. Mr. Hall is particularly well known through his active efforts in behalf of the Republican party, the principles of which he has ever loyally supported. He has been a member of the Pittsfield Republican Committee continuously since Jan. 1, 1881, having served as chairman since 1883, still retaining the directorship. Although the exacting cares of business make heavy demands upon his time, he has given the interests of his party careful supervision, and it is more to his energy than to that of any other one member of the committee that the excellent Republican showing of recent campaigns has been due. Fitting recognition of Mr. Hall's work was made a year ago, when he was elected a member of the Republican State Committee, representing the Berkshire district. His principal service has been as a member of the Finance Committee, where the value of his work has been as much appreciated as on the city board, and that is saying much, for Pittsfield is nothing if not political, and many are the war-horses of both parties who have done valiant service. Mr. Hall was married to Miss Ellen M. Stewart, of Pittsfield, June 29, 1873, and they have two daughters, one aged eighteen, and the other eleven. Mr. Hall is a good specimen of the modern business man, prompt and exact in dealings, who applies business methods to everything he undertakes. This is the secret of his success. While deeply engaged in commercial pursuits Mr. Hall has yet found time to mingle somewhat in less material matters which deeply underlie the prosperity of any community, and is counted among the most progressive of Pittsfield's citizens.

ARTHUR H. HALL.

THE Commonwealth of Massachusetts takes good care of its disabled firemen, the State Legislature voting annually the sum of ten thousand dollars for their relief. This fund was secured largely through the efforts of George S. Willis, of Pittsfield, who for years has interested himself actively in behalf of the firemen, at the same time attending to the duties that devolve upon him as secretary and treasurer of the Cornelius Callahan Company of Boston, the largest firm in the country dealing in fire department supplies. Mr. Willis was born, July 27, 1847, at Pittsfield, Mass., the son of Colonel George S. Willis. His mother's maiden name was Louisa Packard. Mr. Willis is the grandson of General Nathan Willis, who attained prominence in the War of 1812, and who was one of the first settlers of Pittsfield. He was one of the leading men of the town, organizing its first bank and being the first president of the Berkshire Mutual Fire Insurance Company. He was also active in the political life of his day, representing Pittsfield for many years in the State Legislature. He was the Democratic candidate for lieutenant-governor year after year for a long period, and would have been elected if he had accepted the nomination the last time it was offered to him. His son, Colonel Willis, was at one time high sheriff of Berkshire County, and at one time or another filled nearly all the county offices within the gift of his fellow-citizens. George S. Willis was educated in the public schools of Pittsfield and at St. Paul's School, Concord, N. H. In his sixteenth year he left St. Paul's to enlist in the Eighth Massachusetts Regiment. At the close of the war he returned to Pittsfield, and for ten years was engaged in the manufacture of tacks and nails. In 1879 he was appointed chief engineer of the Pittsfield Fire Department, and served in that capacity until 1886. In 1885 he established the Cornelius Callahan Company of Boston, and was chosen its secretary and treasurer, a position which he has held ever since. The company manufactures patent specialties in great variety, including rubber-lined cotton hose, relief valves, shut-off and spray nozzles, flexible play pipes, hydrant gates, hose couplings, gongs, strikers and door openings. Previous to January, 1893, Mr. Willis had been a member of the Democratic State Central Committee for thirteen consecutive years, having been a member at large for the last seven or eight years, and taking upon his shoulders the burden of much active political work in every campaign. Upon his resignation he was the oldest member of the committee in point of service. Mr. Willis helped to organize the Massachusetts State Firemen's Association, and was its first president. He has been a member of its legislative committee ever since its organization, and in this capacity has been enabled to accomplish much for the benefit of the firemen of the State. He is a member of Post 196, Grand Army of the Republic. Mr. Willis is unmarried, and lives at home with his mother in Pittsfield, though his principal business interests are in Boston.

GEORGE S. WILLIS.

# BROCKTON

BROCKTON was formerly known as the North Parish of Bridgewater, and as such was first settled, and the first houses were built a few years before the year 1700. The Howards and the Keiths are believed to have been the earliest settlers, but before 1725 there were probably fifty owners of land in the parish. It was all very primitive in those days. Many houses were built of logs, squared, and with the cracks between filled with moss and clay. But within a few years there was a noticeable improvement. Saw-mills and brick-kilns gave opportunity for decent houses to replace the log huts of the early settlers, and occasional improvements were noted in the manner of living generally.

From that time on, the life of a citizen of the North Parish of Bridgewater was no different from the life of the other dwellers in small places elsewhere. He had the same difficulties to contend with that were common in those days, and he surmounted them with the courage and persistence which were every-day virtues in those times. The citizens made their first important move on May 31, 1738, when fifty-five householders put in a petition to the General Court, and asked that the parish be set off as the North Parish of Bridgewater. The population at that time was, perhaps, 300. After the General Court had granted the petitioners' prayer, things moved on quietly with the North Parish. The population increased but slowly, and in 1764 there were but 120 houses in the place, and a population of 833. In 1810 there were 1,354 dwellers in the place; in 1820, only 1,480. In 1821 the parish became the town of North Bridgewater. Up to 1850, twenty-nine years after the parish became a town, the population had only reached 3,939.

From 1830 to 1840 the town first began to take on a measure of business prosperity. The manufacture of boots and a few shoes was begun, and it is told how Micah Faxon first took the manufactured product over the road to Boston on horseback. A few small manufactories had started in the western part of the town, and more down town. Population and factories began to increase, however. In 1860 there were 6,584 people in town; in 1870, a little over 8,000; in 1880 it had 13,608, and in 1890 it showed 27,272, an increase of over one hundred per cent, and the most marvellous of any city in Massachusetts. It has long since shaken off the name and the fetters that bound it to Bridgewater, and has prospered since 1874 as the town and city of Brockton. It adopted the city form of government in 1881.

Brockton has grown on leather. It is now the greatest producer of men's fine and medium grades of shoes of any city in the world. Women's shoes are not made at all, and men's cheap shoes are made to but a limited extent. Shoes were made here in 1811, but they were few. In 1837 the yearly output was but 100,000 pairs; in 1855 it was 762,000 pairs. Then the production grew rapidly. In 1889 it had reached a yearly valuation of $18,000,000. In 1892 the shipment of shoes from this city was 428,241 cases, a gain of 166,584 cases over the shipments of ten years ago. The average number of pairs of shoes to a case is figured at twenty-one pairs, so it is seen that Brockton in 1892 sent out about 9,000,000 pairs of men's shoes, a marvellous total, indeed. There are over 70 shoe manufactories in the city, employing over 8,000 hands.

The present population, at a conservative estimate, is 30,000, though the State Board of Health places it at 32,000. The valuation is $19,000,000. There are 4,593 dwellings in the city, of which 232 were erected within the year 1892. The new buildings include a $250,000 City Hall that is well under way, a new brick police station, and several handsome residences that would ornament any city. New blocks and new residences are in contemplation, and improvements are the order of the day everywhere. The greatest that is now in view is a system of sewerage for the city.

The city is well built and business-like in appearance, with a large number of brick business blocks, gas and electric lights, a fine system of electric street car lines running through the city out into the suburbs, a school system which this year will cost over $88,000, a good water system, and a good fire department and efficient police force. There is not a liquor saloon in the city, and there has not been for over five years.

ZIBA C. KEITH, the mayor of the city of Brockton, was born there in 1842, when it was the town of North Bridgewater. He obtained his education in the schools there and at the Pierce Academy at Middleboro', and after graduating became book-keeper and salesman for a business firm. In 1864 Mr. Keith opened a store at Campello, in company with Embert Howard. It was a general store, in which everything was kept, from groceries to silks. The store was kept up by Mr. Keith under various firm styles until 1883, when he sold out the business. Mr. Keith can assuredly justly claim that he is a "favorite son" of Brockton. In 1875 he was sent to represent the city in the Legislature, where he remained two years. In 1879 he was chosen as a member of the Board of Selectmen. In 1881 he was a member of the Committee on Drafting the City Charter. When the town became a city he was chosen as its first mayor. He was chosen again, after a year of retirement, in 1884 and 1885. Again in 1891 and 1892 the Republicans called upon him to lead them, and he was triumphantly elected. He is at present serving his sixth term as mayor of the city. Even when he was not acting as mayor of the city he was serving it in other capacities. He represented the district in the State Senate in 1887 and 1888; and was the city's tax collector in 1887, 1888 and 1889. He was an incorporator of the Campello Co-operative Bank, the Brockton Savings Bank and the Brockton National Bank, and has held office in each corporation. He is president of the Plymouth County Safe Deposit and Trust Company, and was chosen at the election in the fall of 1892 a member of the governor's council. There is no more genial and approachable man in the city of Brockton to-day than Mayor Keith. While his politics are, of course, not popular with one section of the community, his personal enemies are very few and of no importance. He has been a figure of public importance practically for seventeen years. He has been an able legislator. His repeated elections to the office of mayor of the city show that he is regarded as an able and thoroughly incorruptible occupant of the mayor's chair. Wherever he has been placed, he has served to the satisfaction of the great mass of citizens, and therefore with honor to himself. Mayor Keith is a very good musician and a gentleman of good taste and a nice appreciation of life, as is evinced in his speeches upon all sorts of topics and on all sorts of occasions. They are always well written and befitting the time and place. No small share of the city's prosperity is due to the able and most energetic part which Mayor Keith has always taken in municipal affairs. He is, in fact, as thoroughly identified with Brockton as any other man. The citizens of Brockton deem themselves exceptionally fortunate in possessing in Mr. Keith a mayor who adds to a wide knowledge of men and affairs a pleasing and courteous personality which has endeared him to his fellow-townsmen. His acquaintance with public affairs is supplemented with a ripe culture.

ZIBA C. KEITH.

JOHN J. WHIPPLE is among the best-known and most influential and successful men in Massachusetts. In business, political and society circles he is a power, and numbers his personal friends by the legion. He is president of the Wildey Savings Bank of Boston. He was born in Worcester, Mass., Dec. 31, 1847. After attending the public schools of Hopkinton and Milford, he went to Marlboro' and learned the drug business, and in 1886 started in business for himself in North Bridgewater (which has since become the city of Brockton), and for a quarter of a century he conducted a successful business as a druggist. In 1876 he was elected to the School Committee, serving on that board for nine years, and, while still a school committeeman, was elected on the Board of Selectmen and to a number of important town offices. After the town became incorporated as a city, Colonel Whipple was elected to the Board of Aldermen. In 1885 he was sent as a representative to the State Legislature, and during the years 1886–87 was mayor of the city. He was secretary of the Republican State Central Committee in 1884–85, doing efficient work during the memorable Blaine campaign, while Henry Cabot Lodge was chairman of the committee. Governor Robinson appointed Mr. Whipple his personal aid on his staff, with the rank of colonel, and he served as such in 1883, 1884, 1885. Governor Ames appointed him a member of the Massachusetts Board of Pharmacy for a term of three years, and at the expiration of that term he was tendered a re-appointment by Governor Russell, which was declined. Colonel Whipple was the principal mover in establishing the first savings bank in Brockton, and was made the first president of the institution. Through his influence the present commodious bank building was erected. He was president for ten years, and in 1892 resigned the position to accept the presidency of the Wildey Savings Bank. He built up the Brockton Savings Bank to one of the most successful in the State, and when he left it there were deposits in it amounting to over $1,500,000. He is one of the proprietors of the Brockton City Theatre, one of the handsomest outside of Boston. He was one of a company of four that introduced electric lights in the city. He was chairman of the Board of Wage Arbitration, the first board of its kind in the State. He is president of the New England Club, one of the largest clubs in Boston. In secret societies Colonel Whipple has a national reputation. In Odd Fellowship he is past grand patriarch and a representative to the sovereign grand lodge. He was a member of the Board of Trustees that built the new Odd Fellows' Home at Worcester. In Masonry he is a Knight Templar. He was one of the founders of the New England Order of Protection, and is now serving his third term as supreme warden. In 1892 he was grand prelate in the grand lodge of the Knights of Pythias, and has just been elected grand vice-chancellor. He is president of the Odd Fellows' Accident Company and is interested in many benevolent and financial enterprises in the State.

JOHN J. WHIPPLE.

THE Keiths of Campello, the southern section of the city of Brockton, have ever been important factors in the business and social life of the town of North Bridgewater and the city of Brockton, which followed it. One of the best-known and most successful has been George Eldon Keith, who is probably to-day the largest manufacturer of shoes in the city of Brockton, and that is saying a good deal. George Eldon Keith is the son of Franklin and Betsy Keith, and was born Feb. 8, 1850. He obtained a good education, and was a member of the first class that graduated from the Brockton High School. In many of the hours when school was not in session, he worked at the bench, and after graduating continued at the work as a practical shoemaker till July 7, 1874, when he began the manufacture of shoes in company with William S. Green. In 1880 he sold out his interest to Mr. Green, and built a large factory on Perkins Avenue for his own occupancy. Success was his from the start, and a phenomenal success at that. It was not long before he had the biggest factory in Brockton, did the biggest business, and employed the largest number of hands, making a good and stylish line of footwear. This supremacy it is believed that Mr. Keith still retains. A glance at Mr. Keith's business offers some idea of its magnitude. At present between six hundred and seven hundred hands are employed, and the shipments aggregate three quarters of a million pairs of shoes a year. Within a comparatively short time Mr. Keith has adopted the idea of catering to the retail trade exclusively, his products being favorably known to dealers from the Atlantic to the Pacific, and from Maine to Texas. In addition to the responsibilities of his business, he finds time to do his share as a director of the Third National Bank of Boston, one of the largest banking institutions of that city, and as director of the Brockton National and Brockton Savings banks. He is also treasurer of the Howland Falls Pulp Company, of Howland, Me., this being one of the largest institutions of the kind in the country. The mill alone cost $300,000. Mr. Keith is widely popular. He made the interests of the people who worked for him his interests. He is active in religious matters, and has advanced in every way the interests of the South Congregational Church, of which he is a member. He was the first president of the Y. M. C. A. in Brockton, and labored ardently to promote its cause in every possible way, so that its success is largely attributable to his efforts. He has generally kept out of politics. The Republicans wished to make him their standard-bearer in the mayoralty contest two years ago, but he declined to allow the use of his name. He was the alderman from Ward Four the first year that Brockton was a city, and that is the extent of his political service. Personally, Mr. Keith is of bright and pleasant temperament, a good fellow socially, and without the angles and rough edges of many self-made men. In connection with his factory he has established a good restaurant, the profits of which are shared by the employees.

GEORGE E. KEITH.

IT is a question with many people, whether Mr. Harvey F. Crawford has made the "Crawford shoe" what it is to-day, or whether the "Crawford shoe" has made Mr. Crawford. A brief review of his business life, as herewith given, will settle this doubt beyond question, proving conclusively, as it does, that Mr. Crawford has not only made the "Crawford shoe," but himself also. Like so many other successful men of affairs in this Commonwealth, Mr. Crawford is a native of the State of Maine. His first venture in the shoe industry was made in 1879, when with Mr. Holman Gould as a partner he began manufacturing in the Horace Keith Building in Brockton. That was about thirteen years ago, and on the smallest foundation he has built up since then one of the great industries of this State. The total capital of the firm at the start was fifty dollars. At the expiration of four months Mr. Crawford bought his partner's interest, entire, for twenty-four dollars. This original bill of sale Mr. Crawford still keeps among his treasures. His next venture was with Mr. E. J. Fletcher, and after a few months, during which time the firm met with indifferent success, he again purchased his partner's share. Still later we find him in company with Mr. Charles A. Eaton, who was later of Eaton & Terry and is now in business alone. This firm was located on Montello Street, Brockton, and was burned out. Business was then recommenced in the Shaw Building. After two years' affiliation with Mr. Eaton, the latter disposed of his interest to Mr. Crawford, who continued the business alone until the failure of F. Shaw & Brothers of Boston. This swept Mr. Crawford, with others, into insolvency. Nothing daunted by reverses, he again began at the bottom of the ladder. It was about this time that he invented the French welt, which gave the cheaper grade of shoes a smooth inner sole, a result which up to that time had never been obtained. This immediately proved a success and brought Mr. Crawford a handsome return. In 1887 the present partnership with Mr. George F. Bouvé, at that time a prominent leather dealer in Boston, was effected. Recognizing the inequality of the struggle between the smaller manufacturers of shoes and the large concerns, and shrewdly surmising that a manufacturer should get as near to the consumer as possible, thus saving one profit, at least, Mr. Crawford conceived the idea of establishing retail stores in the principal cities throughout the country. Many of his friends tried to dissuade him from what they deemed certain failure, but with confidence in his scheme he proceeded to put it to the test. Its success was instantaneous, and it has been widely copied by other manufacturers. At the present time two large factories are required to produce the shoes sold by Crawford, Bouvé & Co., and the firm's success is known throughout the land. Personally, Mr. Crawford is pleasant to meet and respected by all with whom he comes in contact. He will soon occupy a beautiful new home in Brockton, which stands as a monument to his perseverance and pluck.

HARVEY F. CRAWFORD.

WHEN you speak of the most valuable men in a community, the "self-made" men who have attained success may, with propriety, be placed in the front rank. No better example of the self-made man can be found in Brockton to-day than is visible in the person of the Honorable William L. Douglas. The name of Douglas is a household word throughout the United States, and his picture, representing a keen business-like citizen, still young, with far-seeing eyes and a general look of vigor and enterprise, is to be found in nearly every important newspaper in the land. For he is the man who makes the great "$3 shoe." Mr. Douglas was born in Plymouth, Aug. 22, 1845. His father died while William was a child, and at the age of seven he was bound out to his uncle to learn the shoemaker's trade. He was an apprentice till he was sixteen years old and at that age could turn out a complete pair of brogans unaided. In 1870 he went to Brockton to act as superintendent of Porter & Southworth's factory, and in 1876, on $875 capital, he began to manufacture in a single room. In a year or two he was in a well-equipped factory on Spring Street, and in 1882 he put up a factory four stories high, two hundred and twenty-eight feet long and with a capacity of one thousand four hundred and forty pairs of shoes daily. In 1888 and 1889 additions were made to the factory. Even then the constantly growing business was too great for the big shop, although seventy cases, the full capacity of the shop, were turned out daily during 1892. In the autumn of 1892, the W. L. Douglas Shoe Company, which had been incorporated in March of that year, moved into a new and fine factory which had been erected at Montello in the northern part of the city. The building is three hundred feet long, forty feet wide, four stories high, and with a capacity of three thousand six hundred pairs daily. The amount of the sales this year will aggregate $1,500,000, and the advertising contract calls for the expenditures by the company of $150,000 in the same time. There are twenty-four salesmen out canvassing for orders all over the Union. The $3 shoe idea was the scheme that gave Mr. Douglas his greatest success. In a few years he built up a trade on that shoe that taxed his factory's capacity. He gave up the jobbing trade, sent out his own drummers, spent $100,000 in a single year for advertising, and sold his shoes and is still selling them everywhere. Mr. Douglas was a member of Brockton's Common Council in 1882 and 1883; was a representative to the General Court in 1883 and 1884; sat in the State Senate in 1886, being the first Democrat elected from his district in a long term of years; and was mayor of Brockton in 1890. He is a prominent member of the Universalist church. While acting as mayor Mr. Douglas started a movement for the adoption of a system of sewerage for Brockton, but was unable to push the matter to success, owing to the unpopularity of a sewerage commission, but it has now been adopted and is being carried on practically according to his plans.

WILLIAM L. DOUGLAS.

PRESTON BOND KEITH is one of the leading citizens of that portion of Brockton known as Campello. Campello has produced so many successful business men that she has grown tired of boasting about it. One of the ablest is the gentleman who is the subject of this sketch. The extraordinary success of his business career is due more to his own ability and industry than to any fortunate external circumstances. Mr. Keith is a direct descendant of the Keiths who figure so prominently in the history of the city of Brockton, and particularly of its southern section. He is the son of Charles P. and Mary K. Keith, and was born in Campello, Oct. 18, 1847. His early education was obtained in the schools of Brockton. When he reached the age of eighteen years he started out in the business world and went to Boston, where he entered the office of Martin L. Keith's shoe factory. He remained in this office five years, and there obtained a good knowledge of the business, in which he was eventually to be a decided success, and which was to make his fortune. In 1871 Mr. Keith decided that the time had arrived for him to start in for himself. He accordingly began business on his own account at Campello. The business increased so rapidly in volume that in July, 1878, Mr. Keith erected what was then the largest shoe factory in the place. His ambition was not satisfied even then. The business continued to grow, and at the present time the factory in size and capacity is nearly double what it was in 1878. This remarkable growth is paralleled by that of but few industries in the Commonwealth, and attests the capacity with which Mr. Keith has managed his business affairs. The shoes made by P. B. Keith are sold throughout the land. The sale is steady, and a chance to work at the factory is well regarded by the shoe operatives, for the reason that the factory has few idle weeks in the year. On account of the pleasant nature of his relations with his employees, Mr. Keith is one of the most popular manufacturers in Brockton. Labor troubles at his shop have been of rare occurrence. Mr. Keith has been for years a prominent figure in the social, religious and business life of the place. He is a leading member of the South Congregational Church, and is also superintendent of the Sunday-school connected with that church. Since its organization Mr. Keith has been prominently identified with the Home National Bank. In every movement that has for its object the promotion of the material interests of Brockton, Mr. Keith is always one of the leaders. Mr. Keith is not a politician; he is too busy for that. In 1883 and 1884, however, he reluctantly consented to represent Ward Three on the Brockton Board of Aldermen, where his business abilities made him a valued member. Since then public office has frequently been urged upon him, but the demands of his large and increasing business have always prevented his acceptance. Like other manufacturers who are alive to the importance of their business, Mr. Keith has utilized every device which has tended to place his industry on a higher plane.

PRESTON B. KEITH.

NEWTON has well been termed the "Garden City," as it is located in one of the most delightful sections of the Commonwealth, and is the home of some of the wealthiest men in the State. The natural beauty of the place is enhanced by large streets and avenues, well laid out, and lined on each side by some of the handsomest residences, taken collectively, that there are in the United States. The original territory of Newton has been curtailed by ceding certain portions to Brookline, Waltham and Watertown, and yet the following names are applied to different sections of the city: Newtonville, West Newton, Auburndale, Riverside, Chestnut Hill, Newton Centre, Highlands, Waban, Eliot, Woodland and Nonantum. Originally, Newton was a part of Cambridge, but was released from ecclesiastical dependence on Cambridge and obligation to share in the expenses of religious worship in 1661; became a precinct in 1673; received the name of Newton in December, 1691; was incorporated as a town on Jan. 11, 1687–88, old style, or Jan. 11, 1688, according to the present style of reckoning; and became a city with the beginning of the year 1874.

Although better known as the bed-room of Boston business, yet there are many small manufactories in the city. In Newton Lower Falls, paper making has been the chief industry for the last half century. The first Fourdrinier press in use in the United States was placed here. Such well-known men as the Curtises, Crehores and Rices, prominently identified with the paper business in the New England States, have been interested in the paper mills in this section of the city. The Crehore mill is still in operation. An attempt was made here more than a century ago to establish a silk manufactory, but it was a failure, although at the present time there is a factory that spins silk yarns, embroidery silk, etc., for which the raw material is imported. The woollen mills give employment to three hundred and fifty laborers, and produce six hundred thousand dollars' worth of manufactured material annually. There is also a cordage factory in the place, and there are five houses employed in the manufacture of furniture, and thirty in the manufacture of clothing.

In educational matters Newton always has been and is to-day in the front ranks. In the early days the State Normal School, now at Framingham, was located here, and there has always been a great number of private schools in the place, so much so that at one time, in the early history of the city, they threatened to materially interfere with the success of the public schools, but this possibility happily came to naught. At the present time there are one high school in the place, forty-eight grammar schools, thirty-eight primary schools, one mixed school, making a total of eighty schools, with twenty-two school buildings, having a value with their furnishings of $581,600. The two most noted of the private institutions are the Newton Theological Institute and Lasell Seminary. The former was established in 1825, under the patronage of the Baptist denomination, and is located in Newton Centre. At the close of half a century the whole number of students that had availed themselves of the benefits to be derived at the institution were six hundred and ninety-nine. Of these fifty-five have been presidents or professors of colleges, and fifty-four had served as missionaries. Since then the institution has maintained its high reputation and has graduated many noted men. Lasell Seminary was established in 1851 by Edward Lasell, who sold it on account of failing health, to a party of ten Boston men, who placed Charles C. Bragdon in charge of it. Since then, on account of the practical features that have been introduced, this seminary has become noted all over the United States and also in Europe. Other private institutions of learning include the West Newton English and Classical School, Miss Spear's English and Classical School, Riverside Home and Day School, and Mr. E. H. Cutler's Preparatory School for Boys and Girls. There are thirty-seven churches in the city. The people in the city have always been noted for their charitable acts, and the charitable institutions are the Home for Orphan and Destitute Girls, Pine Farm School for Boys, the Home for Children of Missionaries, the Wesleyan Home for the Orphan Children of Missionaries, the Missionary Home and the Newton Cottage Hospital.

Club and social life flourishes in a surprising manner, the two most important social organizations being the Newton Club, which has just dedicated a new club-house, and the Newton Boat Club, which has a splendid house on the banks of the Charles, at Riverside.

JOHN A. FENNO, mayor of Newton, was born in the town of Revere in 1849, and is a good representative of the active yet conservative and successful young business man of the period who has made his way to the front by his own unaided efforts. He went to the public schools of Revere and finished his education in the Chelsea High School. After graduating from the high school, he went to work with a mercantile firm and left that position in 1875 when the Boston, Revere Beach & Lynn Railroad was organized, in order to take a clerkship with the new corporation. He continued to act as clerk in the treasurer's office until 1878, when he was offered the position of general ticket agent, which he accepted. In 1880 he was elected to the office of treasurer of the corporation, and he now holds both the office of general ticket agent and treasurer. He is also a director in several other business concerns. In 1874 he married Nina M. Hunt, the daughter of Dr. O. E. Hunt, a well-known practitioner in the city of Newton, and took up his residence in that city, living in the section known as Newtonville. His married life has been singularly happy, and he has moved in the best social circles of that wealthy city. This union has been blessed with two children, both of whom are girls. In politics Mr. Fenno is a Republican, and he has taken a great interest in the conduct of local affairs. His thorough knowledge of business methods has stood him in good stead in this connection and has worked to the advantage of the city in many material respects. He held office in the Common Council in 1888 and 1889, and in the Board of Aldermen in 1890 and 1891. He retired from office in the following year and was induced to accept the position of trustee in the Newton Cottage Hospital. While in the Council and Board of Aldermen he held many important places on the various committees. While chairman of the Committee on Highways, in the Board of Aldermen, he, in connection with Mayor Hibbard, established the system of dividing the streets into sections and holding the foreman of each section responsible for the condition of that section. This method is still continued and has greatly assisted in keeping the roads up to the high standard for which Newton is noted. He was a member of the Sewer Committee, and in 1892 when the question of assessments for the payment of the Metropolitan Sewerage System came up, there then occurred an issue that interested all of the property owners of the city. It was on this issue that he ran for mayor and was elected by the largest majority ever given a candidate in the city who had a contestant. He is thoroughly earnest and devoted in everything he takes up, and has won the confidence of the citizens. He is a member of the Newton Club, and resigned the position of secretary when he was elected mayor. Although not much of a club man, preferring the enjoyment of his own home to the pleasures of the club life, he rendered much valuable assistance to the organization, while secretary, and during his occupancy of this office the handsome club-house was erected.

JOHN A. FENNO.

ALDEN SPEARE, one of the most honored of Boston merchants, who makes his home in Newton, was born in Chelsea, Orange County, Vt.. Oct. 26, 1825. He was educated in the public schools of his native place, and entered the Newbury Seminary in Vermont with the intention of becoming a physician. His father dying, he went to Boston and entered a dry goods store as clerk, his salary consisting of his board and a suit of clothes. He afterwards entered a wholesale store, and in 1851 organized the firm of Speare, Burke & Co., to carry on the oil and starch business. In 1853 the office was removed to No. 3 Central Wharf, where the business is carried on under the name of Alden Speare's Sons & Co., Mr. Speare being a special partner. He was married, March 1, 1849, to Caroline M. Robinson, at South Reading, Vt. They had seven children, three of whom are now living. In 1860 Mr. Speare was a resident of Boston, and was elected a member of the School Committee. He served in this capacity until 1868, when he removed to Newton and resigned his position on the Boston School Board. The following fall he was elected to the Newton School Board, and served on that board until 1875, when he was elected the second mayor of the city. He was three times nominated, twice declining, and was elected without an opposing vote, there being no other candidate. He was re-elected for a second term. In politics he is a Republican. Mr. Speare has been identified with the Methodist Episcopal church, and while living in Boston was for several years a director, and in 1857 was president, of the Young Men's Christian Association. He has been for years an active member of the Board of Managers of the Foreign and Home Missionary Society of the M. E. Church. For many years he has been a member, and in 1875, 1882, 1886, 1887 and 1888 he was president of the Boston Wesleyan Association. Since 1872 he has been a member of the Board of Trustees of Boston University, and has been vice-president. Mr. Speare has been a member of the Boston Chamber of Commerce since its organization, and for four years, up to 1891, was the president of the chamber. It was largely through his efforts that the present building for that body was erected, he securing the donation of the land from President Whitney, of the West End Street Railroad. He took an active interest in the erection of the building, and laid the cornerstone. Mr. Speare was one of the incorporators of the Boston Penny Savings Bank, was one of the trustees and one of the vice-presidents. For nearly twenty years he was one of the directors of the Everett National Bank. He is a director of the Atchison, Topeka & Santa Fé Railroad, of the St. Louis & San Francisco, the Atlantic & Pacific, the Mexican Central and the Connecticut & Passumpsic; is largely interested in several New England manufacturing corporations, and is president of the Arkansas Valley Town and Land Company. He is a member of the Boston Art Club, and various other organizations.

ALDEN SPEARE.

AUSTIN R. MITCHELL is one of the greatest benefactors of Newton. He is at the head of several of the city's important institutions, and his public-spiritedness and great business abilities have materially helped Newton to its prosperous position of to-day. He served in the Newton city government four years. He is one of the largest real estate holders in the city, and one of the largest taxpayers. He is president of the West Newton Savings Bank, and is the head of the large tobacco firm of A. R. Mitchell & Co., of Boston. He was born, May 31, 1828, in the little town of Cummington, Mass., the same town which gave birth to William Cullen Bryant, the poet, and Henry Laurens Dawes, the statesman. Until the age of eighteen he attended the schools of the town, and was then employed as clerk in a store, where he remained until attaining his majority. He was diligent in business and careful and saving in his habits, and in 1849, when an excellent opportunity to start in the tobacco and cigar business presented itself, he was enabled to embrace it. In 1855 he disposed of the business and, with an old hotel man, bought the Bay State Hotel, in New York. For three years this business was conducted, and he withdrew from the partnership to enter the employ of P. Lorillard & Co., tobacconists, the largest and oldest house in the United States. He travelled for this firm until 1865, when he was appointed New England agent for the concern for fifteen years, and during that period built up an enormous business. Subsequently he became the New England agent of another New York house, and this business is still held by him. The firm of A. R. Mitchell & Co. has also the agency for the Leggett & Myers Tobacco Company, of St. Louis, Missouri, the largest tobacco manufacturers in the world. In 1870 Mr. Mitchell moved to Newtonville, at that time a rural village, but to-day the geographical centre of the Garden City, and for more than a score of years he has been closely identified with the remarkable prosperity of his adopted city. His residence is among the finest in the city. He was prominent in establishing the West Newton First National Bank in 1888, and was elected vice-president and a director. A year later, when the West Newton Savings Bank was organized, he was made its president. He is a director of the Newton Associates, and of the Newton & Boston Electric Street Railway, also being the largest stockholder in the latter corporation. For the past ten years he has been a director in the Middlesex Banking Company, of Middletown, Ct., which is the most successful farm mortgage loan company in New England, having total assets of $7,622,908. He is a director in the New England Street Railway Company. When the Newton Club-House was built, in 1892, Mr. Mitchell donated $5,500 to the club, and became a liberal subscriber to the club bonds. The Newton Club-House is now the finest in the State outside of Boston. In the development of the material interests of Newton Mr. Mitchell has been one of the most prominent factors during the past twenty years.

AUSTIN R. MITCHELL.

WOBURN, one of the chief seats of the leather industry in the country, is, as well, one of the most interesting places in Massachusetts from an historic standpoint, its incorporation as a town dating back to 1642, or only twelve years after the settlement of Boston. It had been settled two years before, being known as "Charlestown Village," the deed of grant to Charlestown being made by the General Court in 1640. It received its name of Woburn from the fact that the English town of this same name was the birthplace of Robert Sedgwick, the chairman of the committee of thirteen chosen by Charlestown to define the bounds between the two places, and to select the town site. The establishment of the church in the village, in 1642, was quickly succeeded by the town's incorporation, the two hundred and fiftieth anniversary of which incorporation was appropriately celebrated by the people of Woburn only a few months ago.

The early settlers had the same difficulties to overcome as were characteristic of the reclaiming to civilization of the primeval wilderness of that early time; but the stoutness of heart and indomitable purpose that triumphed elsewhere under similar circumstances overcame all obstacles, and laid the foundations of the town that five years ago blossomed into the fulness of municipal dignity.

The early history of Woburn is not associated with the tragic recital of Indian atrocities, its proximity to Boston giving it a security not enjoyed by more remote places; but it contributed loyally its quota of stout hearts to the Indian wars prevailing during its first fifty years, to the French and Indian War about the middle of the last century, and to the Revolution. A company of Woburn Minute Men participated in the nation's first "baptism of blood" at Lexington and Concord, and two of their number — Asahel Porter and David Thompson — are among the martyrs of that historic day. In the eventful times that followed, from Bunker Hill to Yorktown, the sons of Woburn played a loyal part; and neither were they found wanting in the second war with England, nor in that with Mexico, while in the Rebellion she contributed 775 men, eighty-two of whom were killed.

The business of tanning in Woburn dates back to the very beginning of the town's history, for the names of John and Francis Wyman, tanners, appear among the original signers of the town's orders. Thus this industry was associated with Woburn from the first, and it remains to this day practically the sole business of the place.

Situated about ten miles from Boston, and upon the great railroad highway between Boston and the North,— the Boston & Maine system,— it is easy of access, frequent trains daily putting it in close connection with the metropolis of New England. Considering its advantageous location, its growth, while steady, has not been in proportion to that which has been enjoyed elsewhere, a fact in the main due to its being dominated by a single industry, which has drawn thither only those interested in that calling. Not offering the inducement of diversified industries, it has been placed at a disadvantage compared with places more favored by such diversity, and consequently has been of slower growth. Its present population is about 14,000.

Its most noteworthy attraction to the visitor is its magnificent public library building, which, in architectural beauty, is not surpassed by any library structure in the country. This is a monument to the philanthropy and public spirit of Charles Bowers Winn, who died in 1875 and left $250,000 for the purpose. It is worthy of note that the initial step toward the foundation of the library was taken by the Hon. Jonathan Bowers Winn, father of the foregoing, as early as 1855; and that it received by his death in 1873, and by the death of the latter's brother, Timothy Winn, the same year, legacies aggregating $5,500.

Woburn abounds in historic landmarks, while within the city limits, or immediately adjacent thereto, are many romantic spots to catch the fancy and inspire the brush of an artist. Here still stands the house in which was born Benjamin Thompson, better known as Count Rumford, who was undoubtedly one of the most remarkable men of his time, although his Tory sympathies in his country's infant crisis removes him without the pale of respect of patriotic Americans. It was in Woburn that Charles Goodyear discovered the process of vulcanizing rubber, and the house is still standing in which he resided at the time.

EDWARD EVERETT THOMPSON was born in North Woburn, Mass., Dec. 18, 1826, and is the son of Charles and Mary Wyman Thompson, being the youngest of nine children. He traces his ancestry back through seven generations to James Thompson, who was a member of the party which, under command of Governor Winthrop, landed at Salem in June, 1630. This James Thompson was one of the original settlers of Woburn, and in December, 1640, was one of the thirty-two signers of the Town Orders. He served as a member of the first Board of Selectmen elected in 1642, and continued to hold this office for twenty years. The subject of this sketch was educated in the public schools of his native town, finishing with the grammar school, which was the highest grade the town enjoyed in those days. Leaving school, he was for a number of years engaged in mercantile business with his brother Abijah, at North Woburn, where he also served as postmaster. In March, 1861, Woburn increased its selectmen from three to nine, and Mr. Thompson was chosen one of the number. At the breaking out of the war, his brother having enlisted, and the duties of selectman demanding so much time, owing to the requirements of the time, Mr. Thompson sold out his business and devoted his entire time to public affairs. He continued a member of the Board of Selectmen for seventeen years, almost rivalling in length of service the public career of his paternal ancestor in the town's infancy, and was chairman one year and clerk of the board for twelve years. In 1871 he was chosen clerk of the Water Board and Water Register, serving in this dual office for ten years. In 1871 he also represented Woburn in the General Court. For ten years he has been a special commissioner for Middlesex County, and for twelve years treasurer of the Woburn Five-Cent Savings Bank. When Woburn became a city, in 1889, Mr. Thompson was elected to the Common Council from Ward Four, and served two years as president of that body. In the campaign of 1891 he was elected third mayor of Woburn, and had the satisfaction of being the executive head of the city during the year that marked the two hundred and fiftieth anniversary of Woburn's incorporation, and the celebration of which commemorated an event in which his ancestor, James Thompson, took an active part. Mr. Thompson has been a prominent worker in the counsels of the Congregational church, having been deacon of the First Church of Woburn for eight years, superintendent of the North Church Sabbath-school for five years, superintendent of the First Church Sabbath-school ten years, collector and treasurer of the First Congregational parish fourteen years, and a member of the Church Aid Committee of the Woburn Conference nine years. Sept. 9, 1848, Mr. Thompson married Sarah S. Hackett, of Wilton, N. H., and they have two children, Mrs. Charles M. Strout and Mrs. C. Willard Smith. Mr. and Mrs. Thompson have a pleasant home on Montvale Avenue, Woburn, made brighter by the fact that their children reside near by.

EDWARD E. THOMPSON.

PHILIP KEARNEY ADAMS RICHARDSON is the son of George Adams Richardson and Lavina (Gillespie) Richardson, and was born in Chelsea, Mass., Feb. 20, 1863. When but five years of age his parents removed to Woburn, Mass., where his early education was obtained in the public schools, supplemented later by attendance at an art school in Boston. His tastes early turned to wood-engraving as the business which he later chose as his life-work, and which he has followed ever since with success, being at present a partner in the business of the Aldine Engraving Company, of Boston. In politics Mr. Richardson, since the attainment of his majority, has been an ardent and active Republican, and has done efficient service as a member of the Republican City Committee of Woburn; but until 1890, when he was appointed registrar of voters by Mayor Johnson, he had never held public office of any kind. Later he became a civil service examiner, and in the municipal campaign of 1891 he was nominated as Republican candidate from Woburn's third ward, a seat which had been held by a Democrat from the time of Woburn's first municipal election. It is a tribute to Mr. Richardson's personal popularity among those without the pale of his own party that he scored a victory in this his first appearance at the polls, and in a ward where the Democrats are in a decided majority. His discharge of his aldermanic duties was distinguished by that frank, manly independence of character and high-minded conception of his duties, as the representative of his ward, that was expected by those who had loyally given him their votes, and showed a grasp of the requirements of his position that was bound to make him a political factor henceforth to be considered in the conduct of his city's affairs. Courageous when the occasion was one to demand the courage of unpartisanship, he made for himself a record that immediately dignified his individuality as that of the most available man his party could put forward for mayoralty honors in the succeeding election. His nomination, therefore, followed as the logical sequence of the service he had rendered, and in the municipal contest of 1892 he was elected Woburn's fourth and present mayor in one of the closest and most exciting struggles that his city has ever known, a contest in which there were two other candidates, and in which all three polled an unusually heavy vote. In 1891 Mr. Richardson married Miss Roxanna Baker Christy, and his home life is as happy as his political career has been fortunate. Socially, he is one of the most genial and companionable of men, — one whose frankness is the natural reflection of his sincerity of character, and as such is properly understood and appreciated by all who know him. No better evidence of such appreciation could be found than the fact at so early an age and after so brief an introduction to official affairs, he is to-day the executive head of the city where his boyhood and manhood have been spent, and where his character has developed and unfolded under the eyes of the very people by whom he has been honored with the chief gift at their disposal.

PHILIP K. A. RICHARDSON.

EDWARD FRANCIS JOHNSON, son of John and Julia A. (Bulfinch) Johnson, was born in Woburn, Mass., Oct. 22, 1856, and is a direct descendant of Captain Edward Johnson, who served as the first town clerk and chairman of the first Board of Selectmen in Woburn. The subject of this sketch received his early education in the public schools of his native town, and upon his graduation from the high school in 1874, entered Harvard College, where, in 1878, he obtained the degree of A. B. The succeeding year was spent in rest, enlivened by travel abroad, and upon his return he entered Harvard Law School, graduating therefrom in 1882 with the degree of LL. B., having been the year previous admitted to the Suffolk bar. The very year that he graduated from the Harvard Law School he was appointed clerk of the Fourth District Court of Eastern Middlesex, and held that position until his resignation in 1888. In 1887 he was elected town treasurer of Woburn, and was again elected the succeeding year, and in 1888, when Woburn was incorporated as a city, he was elected as the first mayor of the new municipality, being elected for a second term the succeeding year. To the work accomplished by its young mayor in those two first crucial years, during which the city was enjoying its first lessons in city government, exceeding credit is due. With a keen comprehension of the requirements consequent upon the assumption of municipal dignity, Mayor Johnson brought into practical requisition a knowledge and grasp of municipal law that placed the newly-fledged city on a secure and creditable foundation, and removed the occasion for friction among the various departments. He was the man for the time, and the city owes him a debt of gratitude for the signal manner in which he demonstrated that fact. Rarely, indeed, has the guidance of a city in its first days of municipal dignity, with methods of government so distinct from those of the town, been entrusted to so young a hand, and rarer still, to one better able to rise to the full stature of the requirements. In February, 1891, Mr. Johnson was chosen justice of the Fourth District of Eastern Middlesex, the same tribunal of which he had been clerk for six years, prior to his resignation in 1888. All of Judge Johnson's American ancestors, excepting the first two generations, were natives of Woburn, and like his paternal ancestor, Captain Edward Johnson, whose "Wonder-Working Providence" is the earliest record of Woburn, having been written in 1651, the subject of this sketch has contributed not a little by his researches to throw light on Woburn's history. With a love for the place with which the fortunes of his family have been associated from the settlement of the town, he has published many papers dealing with old landmarks, while a decidedly important contribution is the record of births, marriages and deaths in Woburn, from its settlement to the present, compiled with great care and accuracy, published in three volumes, and which are of incalculable value to the genealogical student.

EDWARD F. JOHNSON.

GEORGE FREMONT BEAN, second mayor of Woburn, is the only child of Stephen Sibley Bean and Nancy (Colby) Bean, and was born in Bradford, N. H., March 24, 1857. His early education was obtained in Warner, N. H., whither his family removed when he was very young and where he attended the district school and subsequently the high school. He fitted for college at Colby Academy, New London, N. H., and entered Brown University in 1877, graduating therefrom as second in his class, and consequently salutatorian in 1881. While at college, Mr. Bean was managing editor of the *Brunonian*, one of the leading university publications, was a member of the Delta Upsilon Fraternity, and took an active part in the athletic sports whereby physical development is designed to keep pace with the mental improvement incident to the mind-broadening curriculum. The year after graduation was spent as principal of a grammar school in Woburn, which was Mr. Bean's first introduction to a place over which he was to be the chief executive about ten years later. Teaching was in his case, as in the case of so many others, but the breathing-spell ere taking up the career that is to prove a life-work, and therefore after a single year's service in the school-room, he took up the study of law, entering the office of the Honorable Samuel C. Eastman, at Concord, N. H., where the succeeding year was spent in exploring the mysteries of Blackstone, Coke and Lyttleton, as well as the works of American jurists. The following year Mr. Bean entered Boston University Law School, from which he graduated in 1885, being admitted to the Suffolk bar in June of that year. He immediately took up the practice of his profession in Boston, devoting himself especially to commercial, probate and corporation law matters. Although a Democrat and a resident of the strong Democratic city of Woburn, Mr. Bean never took an active part in politics until the municipal campaign of 1890, at which time he was elected on a citizens' ticket for mayor, defeating an opponent who went into the campaign with the dual advantage of Republican and Democratic nomination. A new and untried man, he gave his city a good administration under circumstances that were particularly trying and difficult. The succeeding year he received the Democratic nomination but was defeated by his Republican opponent through factional opposition in his own party. In the campaign of 1892 Mr. Bean was again the candidate of his party, and polled within thirty-seven votes of the successful Republican candidate, notwithstanding the fact that there was an independent candidate in the field who polled a heavy Democratic vote. Mr. Bean took an active and prominent part in the two hundred and fiftieth anniversary of the founding of Woburn. In 1886 Mr. Bean married Miss E. Maria Blodgett, a lady prominent in the educational affairs of Woburn, having been before her marriage a teacher in the high school of that city, and who is and has been for some time a member the Woburn School Board.

GEORGE F. BEAN.

# MARLBOROUGH

NEITHER the pioneer of the seventeenth century nor the patriot of the eighteenth could possibly have conceived the growth and development of the farming community scattered over the hills and valleys of the western part of Middlesex County into one of the foremost manufacturing communities in Massachusetts. While many of the old farms yet remain, unimpaired in area, on the outskirts of the territory embraced in the city limits, another aspect than that of an agricultural community is presented by the modern Marlborough to the world at large. A young and growing city, whose natural advantages are supplemented by the enterprise and industry of her citizens, Marlborough is to-day an exemplification of what may be accomplished by the union of the progressive ideas of the nineteenth century with the solid, Puritan stock of her founders. From the days when her farmers, in common with those of so many New England towns, possessed a skill in the fashioning of footwear, to the modern days of machinery, Marlborough has kept pace with the march of improvement and is to-day in the first rank of the manufacturing cities of New England.

To the shoe industry alone Marlborough owes her growth and her material prosperity. Almost without exception such other manufacturing plants as are established within her borders are connected in one way or another with the one great industry, while it is the weekly pay-roll of the shops that maintains her mercantile establishments, supports her public schools and contributes to her churches. The manufacture of boots and shoes on a large scale was first commenced by Samuel Boyd, and until his death, in 1892, he was one of the leading figures in the life and business of Marlborough, while the plant which he established is one of the largest in the city. Other manufactories have grown up, until to-day there are many of them all over the city, the largest being that of the S. H. Howe Shoe Manufacturing Company, whose three large factories, located in the western part of the business portion of the city, give employment to two thousand hands. In the immediate vicinity of the Howe shops are located those of John A. Frye, T. A. Coolidge & Co., Chase, Merritt & Co. and J. Desmond, while the large plants of the Boyd-Corey Manufacturing Company, John O'Connell, Rice & Hutchins and J. B. Billings are located in the central and eastern portion of the city. Smaller establishments for the manufacture of a finer grade of shoes than those made in the large shops are being started, that of Hollis & Dearborn being an example. Elmer Loring, leather remnants; T. J. Beaudry, die manufacturer; Frank Billings, leather remnants; Henry Parsons, John Davey, Anderson & Dailey, M. C. Wheeler, Wood & Willard, machinists; George A. Howe, E. F. Longley, E. M. Low and Frank & Duston, box manufacturers; Malcolm McLane and J. W. Strattard, foundries, and the Marlborough Last Company — all are dependent on the one great industry for their maintenance and their business.

The only prominent industry that is entirely distinct from the shoe trade is that of the Germania Electric Company, whose plant is on Maple Street. This concern, finding itself cramped for lack of room at its former location in Cambridge, was forced to look elsewhere, and through the efforts of the Marlborough Board of Trade was induced to remove to Marlborough, the buildings and engine of the Commonwealth Shoe Company being placed at its disposal, the latter concern having removed to Whitman in order to consolidate its various branches. The Germania Company went to Marlborough in 1891, and immediately commenced the manufacture of dynamos, incandescent lamps and other electric-light apparatus on a large and constantly increasing scale. In addition to the force of experts that are required in this business, a large force of girls is constantly employed.

Marlborough is looked upon by the leaders of organized labor as one of the strongest labor-union cities in the country, but wise and conservative management has always been the rule, and there is very little friction between the employers and the employed, arbitration being the means employed to settle particularly knotty cases.

Marlborough has nothing to boast of in the line of public buildings, but the number of fine business blocks is large and constantly increasing, some of the more notable structures being Frye's Block at the corner of Mechanic and Lincoln streets, the People's Bank, Burke's, Warren's, Hunter's, and the Grand Army of the Republic blocks on Main Street, while others are designed for construction in the near future.

AMONG those of her adopted citizens, Marlborough holds none higher than William Nathaniel Davenport, born in Boylston, Mass., Nov. 3, 1856. He is the son of William J. and Almira (Howard) Davenport, having been born on the original tract of land granted to the Davenports by the colonial Legislature. He is the direct descendant of Captain Richard Davenport, commander of the King's forces, whose remains now rest in King's Chapel Burying-ground, Boston. The senior Davenport died in 1858, leaving his wife with three little children, two of them daughters. Attending school until eleven years old, William N. left it forever, to work in a cotton mill. Going to Hudson when thirteen, he worked a year in a shoe shop, going thence to Marlborough, where he worked in a similar place nine years. He had studied during his spare time, and at the age of twenty-three left the shoe shop with one thousand dollars, the savings of three years, and entered the law office of J. T. Joslin, Hudson, remaining there a year. Thence he went to Ann Arbor, attending the law department of the Michigan University. In 1882 the Police Court of Marlborough was formed, and Mr. Davenport was appointed clerk. In 1883 he entered into partnership with E. F. Johnson, the union lasting one year, at the end of which time he resigned his clerkship. He was admitted to the Michigan bar in 1882 and to the Massachusetts bar in 1883, upon examination. In 1884 he was elected to the Legislature by a large plurality, and was re-elected in 1885 by a large majority, in the face of an opposition majority in the town. He was defeated for the Senate in 1886, was elected in 1888, and was re-elected in 1889, running ahead of his ticket in all cases. In the Legislature he served on the following committees: House Committee on Labor, Probate and Insolvency, Election Laws (chairman) and Bills in the Third Reading; Senate Committee on Judiciary, Probate and Insolvency (chairman); Bills in the Third Reading (chairman), and Railroads; Joint Standing Committee of Investigation of Commissioner of Province Laws, and Contested Elections, 1889, and chairman of the Committee on the Investigation of Bribery Charges made by George Fred Williams in 1890. He was a member of the Republican State Central Committee two years, of the Ninth District Congressional Committee six years, chairman of the Marlborough Republican Town Committee three years, and now (1892) member of the Republican Councillor Committee. He was Grand Commander of the American Legion of Honor for two years and grand leader of the Home Circle for one year. At present he is Supreme Representative to the Supreme Council of the Home Circle, and a Supreme Trustee of the American Legion of Honor. He is likewise a member of the Masonic Fraternity, Lodge and Chapter, and of the Improved Order of Red Men. He was married, on Jan. 1, 1887, to Lizzie M., daughter of Lyman P. Kendall, of Boylston. Politically, professionally and socially, Mr. Davenport occupies a front rank in the esteem of his fellow-men.

WILLIAM N. DAVENPORT.

FEW, if any, of Marlborough's sons have been honored with public offices of trust and responsibility to the extent of the subject of this sketch. He is by birth and education a typical specimen of Marlborough's best men, and as such is known and respected throughout the State. James W. McDonald was born May 15, 1853, being the son of Michael and Jane (Mulcahy) McDonald, and has always lived in his native place. He received his school education there, graduating from the high school. At the end of three years' study he was admitted to the bar, after passing the examination by the Middlesex examiners. His practice has been a lucrative and constantly increasing one. For several years he was town counsel of Marlborough, and has been city solicitor since the formation of the city government. For twelve years he was a member of the School Committee. He was elected to the Massachusetts House of Representatives, and served during the session of 1880, being a member of the committees on Liquor Laws and Constitutional Amendments. In 1891 he served in the State Senate from the Fourth Middlesex District, being chairman of the Committee on Manufactures and a member of the committees on Constitutional Amendments, Probate and Insolvency, the special committee on Congressional Redistricting and the special committee which sat during the recess on the formation of a general city charter, and which reported a bill adopted by the Legislature of 1892. Re-elected to the Senate, he served as chairman of the Committee on Probate and Insolvency, and was a member of the committees on Judiciary, Constitutional Amendments and the special recess committee on the revision of the judicial system of the State. At the close of the session of 1892 he was appointed chairman of the State Board of Gas and Electric Light Commissioners, resigning at that time from the Committee on Revision of the Judicial System. During the session of 1891 Mr. McDonald was chairman of the committee that drafted the bill permitting cities and towns to construct and operate their own plants for gas and electric lighting, which was known as the McDonald Bill, and which became a law. A Democrat in politics, Mr. McDonald has never failed to receive Republican support whenever he was a candidate for office, such was the confidence in his integrity and ability displayed by those familiar with his course as a public official. For several years he was associate justice of the Marlborough Police Court. He has been for a long time the chairman of the Democratic City Committee of Marlborough, and is always called upon to render service to the party during the campaign. He is a most convincing speaker on political subjects, being thoroughly versed in economic questions. Mr. McDonald is a member of two fraternal organizations, — the Royal Arcanum and the Ancient Order of Foresters of America. He is unmarried, residing with his mother on Prospect Street in his native city. As city solicitor of Marlborough, he keeps in close touch with all municipal affairs.

JAMES W. McDONALD.

IT was said, when Marlborough voted in July, 1890, to accept a city charter, that S. H. Howe was practically chosen mayor, so strong was his hold on the respect and confidence of his fellow-citizens. It is safe to say that not one of Marlborough's prominent men has, to a greater degree, the esteem of all classes and conditions of men than has Simon Herbert Howe, the subject of this brief biographical sketch. He is the son of Samuel and Charlotte Howe, his mother's maiden name being likewise Howe. Born Dec. 21, 1835, he grew up to youth and manhood on the breezy hills of Marlborough. He began shoemaking at the age of eleven, and is familiar with all the details of the craft. He graduated from school at the age of twenty. In 1855 he commenced the manufacture of shoes in a shop on Pleasant Street, in company with his brother, Lewis A. Howe. He subsequently purchased his brother's interest and removed the business to the corner of Pleasant and Elm streets, the site of what is now the main shop in the trio of large factories operated in his name. This shop has been enlarged many times, until it stands as one of the largest in Eastern Massachusetts. On March 12, 1878, he purchased the "Diamond F" shop on Pleasant Street from James Tucker. This shop, too, has been successively enlarged. On June 4, 1889, he purchased the "Diamond O" shop from C. L. & L. T. Frye and added it to his already large plant. The S. H. Howe Shoe Company, of which he is the president, now operates these three factories, the daily output being ten thousand pairs. Mr. Howe has been frequently called to public position by his fellow-citizens. He held the office of town selectman in 1866, 1873, 1875 and 1877 and, as intimated in the opening lines of this sketch, was the choice by an overwhelming majority for the position of the first mayor of the new city. He served in that capacity for one year, retiring with the respect of all citizens. Mr. Howe was for a long time chairman of the School Committee of the town. He represented the district in the lower branch of the Massachusetts Legislature in 1877. In the commercial life of Marlborough, Mr. Howe has ever been prominent. He was elected trustee of the Marlborough Savings Bank in 1875, and in 1882 was chosen president of that institution. He was, in 1879, one of the original incorporators of the People's National Bank, and has always been on the Board of Directors thereof. Jan. 1, 1857, he was married to Harriet A. Brigham. Four children are the result of this union, the eldest, Louis P., being vice-president of the corporation which bears his father's name. Mr. Howe has always been a prominent member of the Unitarian church, standing high in its councils and doing much to further its interests. He stands to-day the foremost citizen of Marlborough, the one to whose business energy, as much as to any other cause, is due her material prosperity. The man who supplies the world with sixty thousand pairs of shoes a week, and finds time to devote to public interests, commands the respect of his fellow-men.

SIMON H. HOWE.

EVERETT is, with but one exception, the youngest city in the State. Only during the present year has it secured a city charter, and become an incorporated municipality, ranking twenty-ninth in the list of Massachusetts cities. But Everett is one of the growing and most prosperous communities in the State. In the past ten years the growth has been phenomenal, yet of a solid, substantial character. The population of Everett is now about 15,000. According to the census of 1880 the population was 4,159, while in 1890 the population was 11,068, an increase of one hundred and sixty-six per cent, the highest of any city or town in the State.

The history of Everett as a distinct community dates only from 1870, when it was separated from Malden and named in honor of the orator, Edward Everett. By an act of the Legislature on March 9, 1870, that part of Malden known as South Malden, with 2,220 inhabitants, was allowed to become a separate town. For more than a quarter century before, the citizens of South Malden had agitated the question of separation, and up to 1870 had made seven ineffectual attempts to get legislative consent. Malden stoutly and persistently opposed the division, but as the two communities had little of common interest, South Malden labored unwillingly under the yoke. So when the division bill was passed, there was great rejoicing in the town, and a celebration on an extensive scale was indulged in, with a banquet, speeches, music and fireworks. However, the new town soon found it had nearly everything to create for itself. Its educational facilities were poor, its school buildings destitute of modern conveniences, its streets and sidewalks in wretched condition; it had no water supply, and only an old-fashioned hand engine to put out fires.

In the twenty-three years of its existence, Everett has wholly reconstructed its school accommodations, and with the completion of the new high-school building, which will cost over $60,000, it will have eight large, convenient and well-ventilated school-houses, representing an outlay of more than $190,000. It has expended for the maintenance of its schools, $397,000; for streets and sidewalks, $327,000; for its water works, $260,000; and for sewers, $107,000. Through the liberality of two former citizens, the city is soon to have two public library buildings. The sum of $10,000 was bequeathed by William Shute, of Lynn, for a building in the Glendale district, and a lot of land in Everett Square, valued at more than $6,000, has been presented to the town by Albert N. Parlin, who is also to give $5,000 toward the erection of the building.

The acreage of Everett has many times been the subject of dispute. In 1632 the English and Indians had serious trouble in regard to it, but it was happily ended by the death of the Indian chief Wonohaquahan, or Sagamore John. The following year the territory between Island End River and Malden River, "and soe vpp into the country," was granted to Charlestown. Five years later a division of Mystic-side lands, composing what is now Everett and Malden, was made, and a large tract was set apart for "desirable persons," and for "such persons as may come with another minister." In 1640 the penny ferry, which continued one hundred and forty-seven years, was established, running from a point near the present Malden Bridge to Charlestown, being superseded by the Malden Bridge. It is recorded in 1643 that Thomas Caule "dwelleth by the water at the Ferry place on mystick side, many people having occasion to come that way," and he did "humbly request leave to sell bread, beare, and other victualling for the refreshing of such."

In contrast with the spirit displayed at that early day, it is interesting to note that since the passage of the local option law not a single license for the sale of liquors has been granted in the town. In 1649 Malden was separated from Charlestown, but the latter town retained, until 1726, the southern part, comprising more than half of what is now Everett, and still retains a narrow strip near Malden Bridge, on which is located the Charlestown (Boston) almshouse. Everett has become noted for its springs of remarkably pure water, and enormous quantities are annually supplied to neighboring cities.

The manufactures of Everett include acids and chemicals, bicycles, furniture, worsted goods, iron foundings and roofing materials. Woodlawn, one of the most beautiful cemeteries in Massachusetts, is located in Everett.

AMOS STONE has for half a century been one of the prominent financiers in Middlesex County, and to-day, at the age of seventy-six, holds more responsible positions than any man of his years in the county. He is president of the Charlestown Savings Bank, which was organized in 1854, with his brother as president and himself as treasurer and trustee, and he continued as such till the death of his brother in 1891, when he succeeded to the presidency. The bank has deposits exceeding $5,000,000. He is president of the Monument National Bank, with which he has been connected twenty years. He is president, and was one of the incorporators in 1861, of the Mutual Protection Fire Insurance Company, and for more than twenty years he was clerk and treasurer of the Mystic River Company, a large landed corporation. Shortly after Everett became incorporated as a town Mr. Stone moved there, where he continues to reside. A few years ago, when the town was agitating the important question of a system of sewerage, Mr. Stone was appointed on the committee and made its chairman, to investigate the matter. The committee's report was prepared by him, submitted to the town, adopted, and of the commission appointed to carry out the committee's recommendations, he was made chairman. Mr. Stone was elected on the first road commission in 1889, the first and only elective office he ever held in the town. He was married in 1866 to Miss Sarah E. Mills. He became a Freemason in early life, and now is treasurer of two Masonic lodges.

AMOS STONE.

Mr. Stone was born in Weare, N. H., Aug. 16, 1816, and is a lineal descendant of Rev. Samuel Stone, who came to this country from England in 1633. When eight years of age he removed with his parents to Charlestown, Mass., and there attended the public schools till the age of fifteen, when he entered his father's grocery store. On attaining his majority he engaged in the real estate business, in which he is still interested. In 1847, when Charlestown became a city, Mr. Stone was elected its first treasurer and collector, holding the positions eight years. In 1855 he was elected treasurer of Middlesex County, and for the long period of thirty years continued in that capacity, doing the enormous work of the office without any assistance. When his thirty years of service were completed he declined a re-election, and the convention which nominated his successor adopted resolutions commending his faithfulness, courtesy and financial ability. When the Civil War broke out Mr. Stone became one of the stanchest supporters of the government, and his time and means were used in his country's behalf. Being debarred from active military duty on account of age, he sent two recruits to the front, and was one of twenty-one citizens who bore the expenses of sending to the seat of war the first three companies from Charlestown. All his life he has been a hard worker, for years putting in sixteen hours a day in his office duties. His capacity for work is still apparently undiminished, and at the age of nearly fourscore he is vigorous as ever.

GEORGE EDWIN SMITH is one of the most prominent men in the new city of Everett, where he has resided for the last fifteen years. He was born in New Hampton, Belknap County, N. H., on April 5, 1849, being the son of David H. and Esther (Perkins) Smith. His early education was gained in the common schools of his native town, and he was fitted for college in Nichol's Latin School, at Lewiston, Me., and in the New Hampton Literary Institute. He then entered Bates College at Lewiston, Me., from which he was graduated with high honors in the class of 1873. His tastes were for the legal profession, and he at once commenced the study of law in the office of Hon. William P. Frye, now a United States Senator from Maine, of the legal firm of Frye, Cotton & White, in Lewiston, Me. Mr. Smith was admitted to the Suffolk County bar in Boston, in May, 1875, and was associated in business with the late Horace R. Cheney, Esq. In December of 1876 Mr. Cheney died, and Mr. Smith assumed the business of the firm and still carries it on, standing very high in his profession. Early in his legal career he developed a marked aptitude for the calling, and has made himself thorough master of its details. Mr. Smith has taken only a small part in politics, though in 1883, by his constituents of the Eighth Middlesex District, which comprised Malden and Everett, he was sent to the lower branch of the Legislature. He was re-elected in 1884 by an increased majority. In 1892 he was a candidate for mayor of Everett, the town having become a city in that year. Since taking up his residence in Everett, Mr. Smith has taken a deep interest in its welfare, and being well informed in municipal and State affairs, has done much to promote the good of the town and city, and of its citizens. For ten years he served on the Board of Trustees of the Public Library and was chairman of the committee appointed by the town last January to procure a city charter. He has also served on the School Board. He was prominent in the committee of the town to secure a system of sewerage, and aside from his private business he has always been ready to assist in every public undertaking. In 1879 Mr. Smith was elected, by the alumni, a member of the Board of Overseers of Bates College, and in 1884 he was chosen, by the corporation, a member of the Board of President and Fellows of the same institution. He is a member of Palestine Lodge of Masons, of Everett, and is president of the Glendon Club, the leading social organization of that city. Mr. Smith was married at West Buxton, Me., on Oct. 31, 1876, to Sarah F., daughter of Hon. Charles E. and Eliza (Allen) Weld. They have one child, Theodosia Weld Smith. In all the various capacities in which Mr. Smith has served the town of Everett, his work has been most valuable and fruitful on account of the conscientious care and attention to detail which he gives to every undertaking. In the social, as well as the business life of the young city, he is one of the most prominent figures.

GEORGE E. SMITH.

JOHN C. SPOFFORD is best known throughout the country as a member of the firm of architects that planned the additions to the capitol buildings of Maine and Massachusetts. Mr. Spofford was born in Webster, Androscoggin County, Me., Nov. 25, 1854. He was educated in the public and private schools of his native town and at Monmouth (Me.) Academy, the Maine Wesleyan Seminary at Kent's Hill, and at the Lewiston Business College, of which he was for some time principal. Naturally of a mechanical turn of mind, he spent considerable time at the carpenter's and mason's trades, and the knowledge and experience there gained have been of great service to him in his profession. In 1879 he entered the office of Henry J. Preston, architect, of Boston, spending some fifteen months in the study of the rudiments of architecture. In February, 1881, he entered the office of Sturgis & Brigham, one of Boston's leading architectural firms. While in the employ of this firm Mr. Spofford had charge of the construction of several important public buildings and private residences, among which were the Massachusetts Hospital Life Insurance Company's building, 50 State Street, Boston, and the residence of H. H. Rogers in New York, one of the Standard Oil kings. In 1886 the firm of Sturgis & Brigham was dissolved, and in the following year Mr. Spofford formed a partnership with Willard M. Bacon, the firm taking the name of Spofford & Bacon. A year later Mr. Spofford united with Charles Brigham, who had been the junior member of the firm of Sturgis & Brigham. Messrs. Brigham & Spofford became widely and favorably known through the high class of buildings of which they were the architects. Some examples of their architecture are the additions to the Maine and Massachusetts capitol buildings, the City Hall at Lewiston, and the Memorial Hall at Belfast, Me.; the Massachusetts Hospital for Inebriates and Dipsomaniacs at Foxboro'; the Roxbury Presbyterian Church; the Town Hall and the Public Library building at Fair Haven, Mass. The firm of Brigham & Spofford dissolved in February, 1892, Mr. Spofford selling out to his partner, and starting anew in the John Hancock Building on Devonshire Street, Boston, where he is rapidly acquiring a large amount of business. Mr. Spofford is a direct descendant of John Spofford who settled in Rowley, now Georgetown, in 1638. Hs is also a direct descendant of John Wentworth, who held the lieutenant-governorship of New Hampshire from 1717 to 1730 by appointment of Queen Anne. Captain John Wentworth, the great-grandfather of Mr. Spofford's grandfather fought on the Plains of Abraham at the battle of Quebec, and was one of the soldiers who carried Wolfe to the rock beside which he died. In July, 1881, Mr. Spofford married Miss Ella M. Fuller, of Turner, Me., and to them has been born one child, Mabel Fuller Spofford. Mr. Spofford is a prominent figure in the social and political circles of the town, and is a member of numerous social, political and secret societies and clubs. He has never aspired to political office.

JOHN C. SPOFFORD.

DUDLEY PERKINS BAILEY is a lawyer, and a member of the first City Council of the new city of Everett. He is a son of Rev. Dudley P. and Hannah B. Bailey, and was born in Cornville, Me., Oct. 24, 1843. His father was a descendant of John Alden and Priscilla, and his mother of Robert Cushman, another of the Pilgrim Fathers. He was educated at Monson Academy and Colby University. While at college he took great interest in the study of political economy, of which he has ever since been an industrious student, so far as the demands of an exacting profession would allow. In 1868 he received the prize offered by the American Free Trade League to undergraduates in American colleges for the best essay on free trade. He left college at the end of the junior year, but in 1877 received his degree in course as member of the class of 1867. After studying law with Hon. William L. Putnam, now one of the judges of the United States Circuit Court, he was admitted to the bar at Portland, Me., in 1870. Two years later he located in Everett, and has since that time been closely identified with its varied material, educational and religious interests. For fourteen years he was a member of the School Committee, was chairman five years, and was always an active and progressive member. He was one of the pioneers in the establishment of the Everett Public Library, has always been a trustee and is now its chairman. In 1886–87 he was a member of the Massachusetts House of Representatives, and was instrumental in securing the revision and codification of the laws for the collection of taxes. For many years he has been a contributor to magazines, among his articles being "An Historical Sketch of Banking in Massachusetts," "Austrian Paper Money in the Panic of 1873," "The Commerce and Currency of Cuba," "The Credit Institutions of Italy." Some of these articles have been reprinted in pamphlet form and have attracted attention in financial circles in this country and Europe on account of the extent and completeness of their statistical information. For the past six years he has generally been elected moderator of the town meetings, and was one of the committee to frame a city charter and procure its passage. He is a member of Palestine Lodge of Freemasons and of the Royal Arch Chapter of the Tabernacle. He was the first president of the Pine Tree Club of Everett, a life member of the Massachusetts Baptist Convention, and has for three years past been a member of the Finance Commitee and the attorney of that corporation. He is a trustee of the Everett Savings Bank. He has been treasurer of the First Baptist Church in Everett since 1878, and was one of the pioneers in establishing the Glendale Baptist Church of Everett. With all these activities and with an office in both Everett and Boston, Mr. Bailey is a very busy man, and the light in his office is usually the last to be put out in Everett Square. Mr. Bailey has invested quite largely in Everett real estate and is a heavy taxpayer. He is still an eager student and has probably the largest private library in town.

DUDLEY P. BAILEY.

JOHN D. HENDERSON is a member of the firm of Henderson Brothers, builders, who have in the past ten years built more than seven hundred houses in Everett. In the rapid development of property in the town, Mr. Henderson has taken a prominent and important part. Mr. Henderson is now (1892) on the Board of Selectmen, was elected its chairman, but having last year served in that position he declined in favor of another. Mr. Henderson was born in the little town of Gatehouse, in the southern part of Scotland, on Oct. 27, 1849. He received his tuition in a private school, and when about fourteen years of age was apprenticed to learn the trade of a carpenter. After serving an apprenticeship of five years he left Scotland and came to Boston. His abilities as a mechanic were soon recognized, and in less than a year he was employed as foreman by Henry F. Durant, who built the famous women's college buildings at Wellesley, Mass. While Mr. Henderson continued with Mr. Durant he superintended this contract as well as several other large buildings. In 1872 Mr. Henderson formed a partnership with an older brother, James M. Henderson, as builders. The two young men removed to Everett and began in the line of business they have since followed. They bought a tract of land and began the erection of moderate cost houses to be sold on easy terms. They were among the pioneers in this line of the business. Meanwhile the brothers read diligently the American and foreign architectural, building and other allied trade papers, and seized upon any new ideas which were presented. Their first houses were finished in a manner twenty years ahead of the average modest dwelling of the time, with such conveniences as mark the modern house of to-day. During the past eight years the firm have built an average exceeding fifty houses a year. The firm has its own saw-mills, planing mills, paint shops and lumber yards, complete with facilities for preparing all the material used in constructing their houses. With their own employees the firm does every part of the labor required in the erection of a house, from the breaking of the ground for the cellar to the time the house is ready for the occupant. They employ from fifty to eighty men the year through, and have a weekly pay-roll of one thousand dollars. They pay taxes on two hundred and fifty thousand dollars' worth of real estate. In 1891, at the annual town meeting, Mr. Henderson was elected selectman by the largest vote ever given a candidate for that office in the town, and was made chairman of the board. Last spring he received a re-election. He was on the committee which was successful in securing a city charter for the town, and in 1892 was elected a member of the first Board of Aldermen of Everett. Mr. Henderson is a member of Palestine Lodge of Masons, past grand of Everett Lodge of Odd Fellows, and a member of Assawomsett Tribe of Red Men. Mr. Henderson was married in 1879 to Miss Emily Thring, of Boston, and to them has been born one child.

JOHN D. HENDERSON.

NATHANIEL J. MEAD was for more than thirty years a member of a firm of builders and contractors which became one of the largest in New England, the firm of Mead, Mason & Co. To-day every State in New England bears evidences of the high class of work done by this firm. Churches, town halls and other public buildings are scattered all over the eastern part of the country as memorials of their success. In 1854 Mr. Mead started in business with two brothers in Concord, N. H., the firm name being Mead Brothers. They made a small beginning, doing general jobbing and contracting. Two years later Mr. William G. Mason was admitted to partnership. In 1862 the the company purchased a large tract of timber land and a saw-mill in Warren, N. H., and a wood-working steam mill in Concord, N. H., thereby greatly enlarging their business acilities. Subsequently the firm name was changed to Mead, Mason & Co. From the start the firm prospered, and in a few years had established a successful and growing business. In 1875 the extensive mills of the Sturtevant Manufacturing Company in Lebanon, N. H., were purchased by the firm. The mills were among the best equipped in the country for the manufacture of furniture, doors, sashes, blinds and house trimmings. At this time the firm employed five hundred men, and had offices in Lebanon, Concord and Manchester, in New Hampshire, and in Boston and New York. Among their many contracts was the rebuilding of the New Hampshire State capitol. In 1885, on account of ill health, Mr. Mead retired from the building firm, but continued his interest in the manufacturing department. Mr. Mead was born in New Hampton, N. H., Jan. 4, 1833, and was educated at the public schools and at the New Hampton Institution. In 1856 he married Miss Cynthia A., daughter of Hon. David B. Plumer, of Meredith, N. H. They have two children, a son, Dr. George N. P. Mead, one of the most successful physicians in Everett, and a daughter, the wife of Mr. F. S. Snyder, of Everett. After leaving school, Mr. Mead moved to Concord, where he lived nineteen years, serving two terms in the city government. In 1871 he made his home in Everett, locating there as he had the management of the rapidly increasing business of Boston and vicinity. He served the town as selectman in 1880 and was chairman of the board. The following year he declined a re-election. Before and since that time he has served on many important town committees, especially on building matters, where his advice was much sought. He is intimately identified with the social, political and religious interests of the town, and is now a trustee of the Everett Savings Bank. During his whole life he has been a consistent Christian, and for nearly twenty years has been a deacon in the First Baptist Church in Everett. He is one of the recognized leaders in all movements that have for their object the moral and intellectual welfare of the town, and his name is a synonym for perfect integrity.

NATHANIEL J. MEAD.

JONATHAN STONE, of Revere, is the best representative citizen of that town, and takes a deep interest in its affairs, believing the proper management of the town's business, and the election of proper town officers to be of more importance to the people residing in the town than the election of a president or a governor. In the past sixteen years in which he has lived in Revere, which is one of the many charming suburbs of Boston, he has attended every town meeting, with but one exception, on that single occasion having been detained at home on account of sickness, — a devotion to public duty such as is seldom seen. His whole aim is to promote the best interests of Revere. He has served one year on the Board of Selectmen, three years on the Board of Health, and also on very many important town committees. At present he is a member of the Committee on Sewers, which, in the year 1892, laid about twelve miles of sewers in the town. Since Mr. Stone has lived in Revere he has seen the town grow in population from sixteen hundred to six thousand, and with a summer population exceeding ten thousand. The town embraces within its limits a beach as fine as there is in the Bay State, and on a fair Sunday in summer attracts to its shores nearly fifty thousand people. Mr. Stone was born in Weare, N. H., April 29, 1823, being the seventh and youngest of a family remarkable for longevity. His father died at the age of seventy-six; his mother was over eighty-four when she died; the eldest son died at the age of eighty-one; the only daughter died at the age of sixty-four; and three of the children are now living, over seventy years old. When but one year old Mr. Stone's parents moved to Charlestown, Mass. His father engaged in the grocery and provision business, and continued there for many years, becoming widely and honorably known. He died in 1852. Jonathan Stone attended the Charlestown public schools, and on graduating from them, in 1838, went to work in his father's store. The virtues of economy, diligence, faithfulness and punctuality were impressed on him by his father. All his savings were invested in real estate. He built many stores and houses in Charlestown, and is to-day the owner of much property in that district. He retired from active business in 1872, and has since employed his time in the care of his real estate. In 1872 Mr. Stone was a member of the Common Council of Charlestown, and in the fall of the same year was elected mayor, being the last man to hold that office, as on Jan. 1, 1874, the city was annexed to Boston. Mr. Stone moved to Revere in 1876, and built a fine residence on High Street, which he still occupies. He has been twice married. His first wife was Miss Sarah Rebecca Andrews, and by her he had two children. He afterwards married Miss Mary L. Andrews, a sister of his first wife, and to them one child has been born. During a long life of consistent usefulness and steadfast integrity Mr. Stone has seen the material prosperity of the State, as well as its art and educational life, steadily progress, and he has assisted in its development.

JONATHAN STONE.

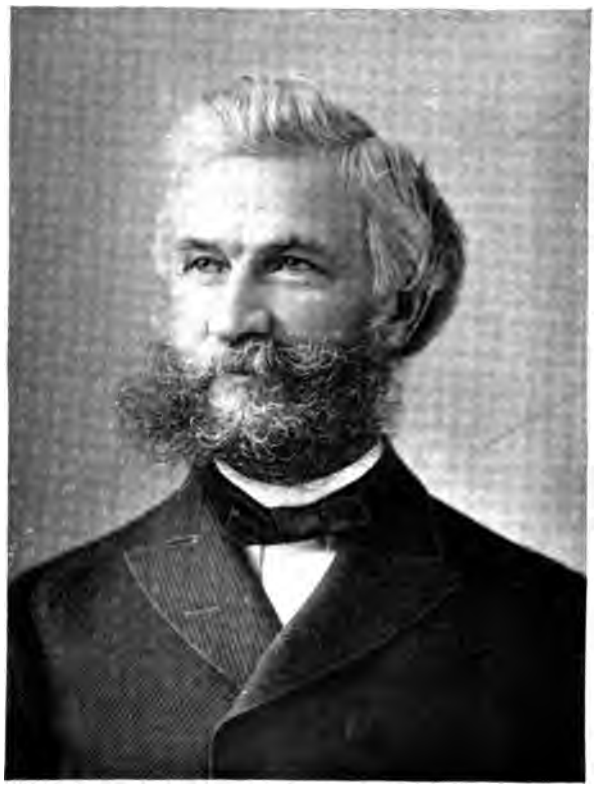
MEDFORD is the thirtieth and youngest of Massachusetts cities, and only in the present year has it become an incorporated municipality, but it is one of the oldest towns in the State, and is rich in romantic Revolutionary history. Medford was settled in 1630. It is situated five miles from Boston on the Lowell division of the Boston & Maine Railroad. The city is chiefly residential, and contains many beautiful and extensive estates. During the first half of the present century Medford was famous for its shipbuilding. The town was well situated for the business, and this advantage was early recognized. Here, on July 4, 1631, Governor Winthrop launched his bark, "The Blessing of the Bay," a vessel of thirty tons. For a century and a half the business grew in importance; but not until 1800, however, did the industry receive the impetus which brought fame to the little town.

From 1803 to 1854 there were built at Medford five hundred thirteen vessels, with a total tonnage of two hundred thirty-two thousand two hundred six tons, and a valuation of nearly ten and one-half million dollars. The business has now entirely disappeared. Numerous bridges now cross Mystic River between Medford and the mouth, making a formidable barrier to this kind of business. The famous Middlesex Canal, which connected the Merrimack River with Boston Harbor during the early part of this century, passed directly through Medford, and many of the townspeople were influential in the canal's construction. Another industry that has made Medford famous is that of distilling. Medford rum, known the world over, is still manufactured here and exported in large quantities.

Some of the other manufactured products are brick, carriages, carpets, buttons, crackers, gold leaf, furniture, rubber goods, boots and shoes and knit goods. Medford has a fine school system, and uses a large high school building and more than a dozen grammar and primary school buildings. The Congregational, Baptist, Episcopalian, Methodist, Unitarian, Universalist and Catholic denominations are represented, and have commodious edifices. Tufts College, the leading Universalist educational institution in the State, is situated on College Hill, near the Somerville line. The buildings are spacious and convenient. In the college museum is the skeleton of the big elephant, Jumbo, which was presented to the college by the late Phineas T. Barnum. The movement for founding the college was begun in 1847. Charles Tufts, of Somerville, gave one hundred acres of land for a college site, and in his honor the college is named. The town has a public library building, the gift of Thatcher Magoun, with over twelve thousand volumes on its shelves. Among the distinguished citizens of Medford have been John Brooks, who was governor of Massachusetts from 1816 to 1823; and Matthew Craddock, the first governor of the Massachusetts Company, in 1841, made Medford his home when in this country, and built the famous house which to this day bears his name. It was through this town that Paul Revere passed on his memorable ride to arouse the farmer minute-men to action on the 18th of April, 1775. Medford has borne its full share in furnishing soldiers for the country's defence. There was a company of militia before the Revolution, and of it the adjutant-general said: "This company came out on the 19th of April, 1775, and were in service five days, and were undoubtedly in the battles of Lexington and Concord." In the War of 1812 eighteen Medford men enlisted, three of whom were killed in battle. There were seven hundred and seventy soldiers enlisted from the town for service in the Civil War, and to their honored memory has been erected a suitable monument.

In 1890 the population of Medford was 11,079, and during the past two years it has increased to nearly 13,000. The valuation of real and personal estate in 1892 was $11,250,000. The new city council is composed of a mayor, a Board of Aldermen of six members and a Common Council of eighteen members. Medford is the only city in the State that elects its mayor biennially. Aldermen are also elected for terms of two years, the terms of one half the members expiring annually. The councilmen are elected for terms of one year.

SAMUEL CROCKER LAWRENCE, the first mayor of the city of Medford, was born in Medford Nov. 22, 1832, the son of Daniel and Elizabeth (Crocker) Lawrence. Obtaining his early education in the public schools of his native town and in Lawrence Academy, Groton, he was graduated from Harvard with honors in the celebrated class of 1855. For two years after graduation he was partner in the banking firm of Bigelow & Lawrence, of Chicago, and then at the request of his father he returned to Medford to engage in business with him as one of the firm of Daniel Lawrence & Sons, distillers, of which he has for many years been the sole proprietor. He was commissioned lieutenant in the Massachusetts Volunteer Militia in 1855, captain in 1856, major in 1859, and in 1860 colonel of the Fifth Regiment of Massachusetts Militia, which was one of the first regiments in the country to volunteer for service when the war broke out. He tendered his regiment to Governor Andrew on the 15th of April, 1861, and on the 19th was ordered to report for duty. His regiment fought with credit in the first battle of Bull Run, where Colonel Lawrence was severely wounded. In June, 1862, he was commissioned brigadier-general in the Massachusetts Militia, which rank he resigned in August, 1864. A term of service as commander of the Ancient and Honorable Artillery Company, in 1869, closed his meritorious career as a soldier. On the financial shipwreck of the Eastern Railroad, in 1875, General Lawrence was chosen president of the company, and was eminently successful in keeping the property intact, and harmonizing the creditors and shareholders into arrangements which saved their interests from the devastation of a struggle in bankruptcy and the valuable leaseholds of the company from disruption. It is one of the few instances in which a railroad corporation in a condition of temporary insolvency has been saved from the hands of the spoiler. General Lawrence has been a zealous worker for the interests of the Masonic fraternity, and has been repeatedly honored by election to its highest offices. A characteristic feature of his Masonic labor has been the establishment of permanent charitable funds in every body with which he has been associated in the working offices. He was three times elected Grand Master of Masons in Massachusetts, and it was largely through his efforts that the heavy debt on the Masonic Temple in Boston was finally paid in full. His Masonic library is one of the most complete in the country. General Lawrence has a strong hold upon the esteem and gratitude of his fellow-townsmen of Medford, for no man has done more to preserve its integrity, promote its prosperity and, by his own generous example, quicken its charities. In memory of the patriotic service he rendered his country, the Grand Army Post of Medford is called by his name. On the incorporation of Medford as a city, in 1892, he was, by the spontaneous movement of his fellow-citizens, called to the chief executive office as the first mayor of the new municipality.



SAMUEL C. LAWRENCE.

WHEN the Commonwealth of Massachusetts succeeded in getting out of the railroad business, not many years ago, and in disposing of the stock it had held in various companies, it was considered by all as a most fortunate thing, and no one was more deservedly complimented upon the result than Daniel A. Gleason, who was at that time State treasurer. Mr. Gleason was born in Worcester, Mass., May 9, 1836, the son of John F. and Maria (Tourtelotte) Gleason. His ancestors were among the first settlers of the town in 1715, the first of the Gleason family coming to Massachusetts from England in 1652. On his mother's side Mr. Gleason is of Huguenot descent. After attending the public schools of his native city, and fitting for college in the Worcester High School, he entered Yale in 1852, went from there to Harvard in 1853, and graduated from the latter institution in the class of 1856. Among his classmates were Charles Francis Adams, Governor George D. Robinson and Judge Smith, formerly of the New Hampshire Supreme Court, but now professor in the Harvard Law School. After graduation Mr. Gleason taught school in Western Pennsylvania and read law. After being admitted to the bar he returned to Massachusetts, studied at the Harvard Law School, and received his degree of LL. B. in 1860. A year in the law office of Chandler & Shattuck followed, after which, in 1861, he was admitted to the Suffolk bar, and began practice in an office with ex-Attorney-General Stephen H. Phillips. Mr. Gleason edited several law books and for a time was editor of the "Law Reporter." In 1862 he became assistant to Attorney-General Foster, remaining with him until the fall of 1863. In 1864 he took charge of the tax commissioner's office, and was deputy tax commissioner and commissioner of corporations until 1881. From January of that year until January, 1886, or just as long as the constitution would permit, Mr. Gleason held the office of State treasurer. His administration of the State's finances was successful in the highest degree. It was during his long term of office that the State changed its Boston & Albany Railroad stock for bonds, sold out its New York & New England stock, and the act was passed providing for the consolidation of the State's interest in the Troy & Greenfield and the Hoosac Tunnel and connecting lines. Mr. Gleason also drew up the general corporation act, which is now on the statute books. Upon the expiration of his term of office as State treasurer, he resumed the practice of law for a time, and in March, 1887, was elected treasurer of the Fitchburg Railroad Company, an office which he still holds. Mr. Gleason has lived in Medford since 1863, and has always been interested in town affairs. He served on the School Committee from 1864 until 1885; was one of the commissioners that built the water works in 1869, and is still on the board, and has been a trustee of the savings bank since it was established in 1869. He was married in 1863 to Miss Annie L. Hall, of Roxbury. They have five children, the two eldest sons being in business and the third in college.

DANIEL A. GLEASON.

THE planting of Lynn in 1629, its interesting colonial life, the establishment there of the first successful iron works in America in 1643, the development of the town into the greatest producer of women's shoes in the world, its becoming a city in 1850, are matters each of which could furnish material for a most picturesque illustrated article.

The Lynn of to-day representing this represents so much more of recent development that the figures which bear witness to the remarkable yet wholesome growth of this city in the last decade are worthy of profound attention. These figures, moreover, are eloquent and reliable. They are taken from a "Special Bulletin" of Robert P. Porter, superintendent of census, dated Oct. 12, 1892, giving statistics of manufactures, 1890, for the city of Lynn, from city reports and from the annual report of the Board of Trade for 1892.

But before devoting the mind to a study of these figures, Lynn Beach and the Lynn Woods claim their due tribute of historic mention. A brilliant writer says of them: "It is doubtful if any other tract of forest on this side the ocean is so rich in associations of this kind — full of the romance of the primitive days of witchcraft and piracy and of the modern delusion of spirit revelation, together with its interest as the haunt of various peculiar characters, while the early settlers have left their traces on every hand, both visibly and in the quaint nomenclature of the region. One must cross to old England, to the haunts of Robin Hood, to Epping Forest, to the New Forest, and other woodland places of the mother country, for the like of Lynn Woods in these respects."

Lynn has now, in the opinion of those best qualified to judge, a population of over sixty thousand and the increase is going on at such a phenomenal rate that the day of one hundred thousand cannot be far away. Well known as Lynn was previous to 1883, especially for its shoe and leather industry, the advent of the electric business in that year gave it a fresh impetus, brought new life, new blood and new brains, into the community, and made the city famous all over the world. The great fire, late in 1889, although looked upon at first and for a long time as a terrible calamity, was really the turning point in the modern history of the city. It brought its people more closely together, and, as it were, burned out personal selfishness, and out of the ashes and ruins has risen a fairer and more progressive Lynn. Aside from its three great interests of shoes, leather and electricity, it numbers to-day scores of others that place it in the very forefront of manufacturing and commercial centres.

The report of the inspector of buildings shows that over one thousand permits for new buildings have been issued in the city within the year ending Dec. 31, 1892, or more than three for every working day in the year, including holidays. This, however, is but one indication of Lynn's wonderful growth. Others can be seen or found on every hand. As a city it has increased in population from 38,274 in 1880 to 55,727 in 1890, or 45.60 per cent. In assessed valuation it has increased from $22,487,864 in 1880, to $40,721,028 in 1890, or 74.14 per cent. And, as some would claim that the increase in a community's debt is the best indication of its growth, one has only to consider that the "net debt" of Lynn in 1880 was $2,072,815, and in 1890 it was $2,278,959, or an increase of 9.95 per cent. It is probable it would have been very much larger but for the law regulating the borrowing limit of municipalities. The increase in population, assessed valuation, etc., has been proportionately greater since the census of 1890.

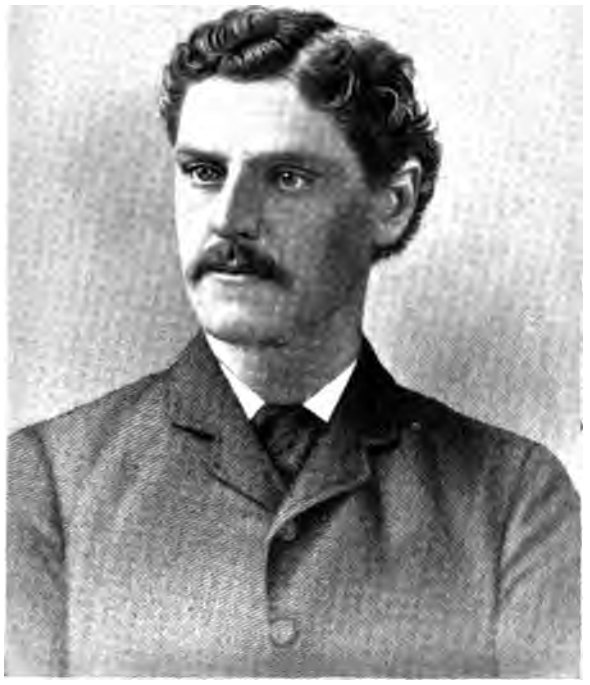
In 1880 there were 343 establishments of different kinds, with an aggregate capital of $5,894,575, employing 12,420 hands, paying $5,833,849 in wages and producing goods valued at $26,828,023. In 1890 there were 1,343 establishments, with an aggregate capital of $12,930,755, employing 19,792 hands, paying $11,328,797 in wages and producing goods valued at $38,310,585. The average annual wages per hand increased from $470 in 1880 to $609 in 1890, or 29.57 per cent.

The Thomson-Houston Electric Company was brought to Lynn late in 1883, and had at that time a capital of $125,000, and employed less than one hundred hands. It represents to-day in its plant and business something more than $3,000,000, with a prospect of a very large increase within the next twelve months upon the completion of what are known as the "New River Works."

ELIHU BURRITT HAYES, the present mayor of Lynn, was born in West Lebanon, Me., April 26, 1848. He was educated in the common schools of his native town and at West Lebanon Academy. At sixteen he taught school for a term in Farmington, N. H. The following year he came to Lynn and began working in a shoe factory. With his savings he purchased a periodical and stationery business, which he continued successfully for ten years. His health failing, he sold his store and stock, reserving the wholesale agency of daily and weekly newspapers, which he still retains. He was soon after engaged as an editorial writer upon the Lynn *Daily Bee* and *Reporter*, and later became a part owner in these newspapers. He disposed of these interests to take the management of the Boston *Daily Advertiser* and Boston *Record*. He conducted them successfully for the year 1884, when a serious illness obliged him to resign. Since then Mr. Hayes has been interested in real estate matters, and in the management of his newspaper agency. His public career began in 1883, as a member of the Lynn Board of Aldermen. He represented Ward Four and Nahant in the Massachusetts Legislatures of 1887, 1888 and 1889. He was the author of the Australian ballot law, so called, which was adopted in Massachusetts in 1888, and has since been adopted in different forms in thirty-five States. This was accomplished in his first term. The next year he introduced an amendment to the Massachusetts constitution so as to prevent the disfranchisement of voters because of change of residence from one town or city to another within the State limits. This amendment passed through two Legislatures and was adopted by a very large majority in 1890. The same year he introduced a bill to provide a fire-escape, consisting of a knotted rope attached to the window casings in hotels and boarding-houses. This has been the means of saving many lives. In 1889 he introduced and carried through a bill providing that the State shall give one hundred dollars' worth of books to each town in the State unprovided with a public library. This bill has resulted in the establishment of public libraries in the small towns, until Massachusetts has to-day more public libraries than all other States of the Union. This law has been adopted and is in successful operation in three other States, and is likely to become as universally adopted as the ballot law. Mr. Hayes has always taken a very active interest in public matters, being prominent in Republican party contests and management. He was elected mayor of Lynn, Dec. 15, 1891, and was inaugurated Jan. 4, 1892. He was re-elected in 1892, receiving the largest majority that any local candidate ever received. For nine years he has been president of the Board of Trustees of the Lynn Public Library. In 1873 he married Amy A. Farnum, of Lynn. They have one child, Eugene, and reside on New Ocean Street. Those who really know Mayor Hayes feel that his career has only just begun, for his energy, firmness of purpose and character, combined with courtesy, predicate still greater honors.

ELIHU B. HAYES.

SOME archæologist has pointed out the curious fact that there has been more development in the making of shoes and in the shoe industry during the last fifty years than in the preceding fifty centuries. Indeed, among Egyptian pictures antedating Pharaoh, are representations of shoemakers working with all the tools and in the same fashion as prevailed at the beginning of our new industrial epoch. With this era of change and growth Lynn has been thoroughly identified by the enterprise and intellectual activity of certain citizens, and if her trade is now trodden under foot by all the western world, she has to thank a few persistent families. A name hereditarily honorable in this story of Massachusetts enterprise in shoe manufacturing is that of Breed, and Francis W. Breed, of Lynn, has added to the family lustre. He was born in the year 1846, and received only a common school education, which, however, he has wonderfully increased by wide reading. The place of his first employment was a singularly responsible position for a mere boy, since it was that of teller in the First National Bank of Lynn. A year later, when only eighteen, he engaged in the shoe business, and at twenty-one became a partner with Philip A. Chase. At twenty-nine, in 1875, he bought the business and has since continued it alone, increasing it constantly. He has one large factory situated in Lynn and two in the country, and the amount of his production is very large. The extent and consequent exactingness of his private business, nevertheless, have not seemed to interfere with his civic and semi-coöperative duties, for he is prominent in public and monetary affairs, being a director in the Eliot National Bank of Boston, in the Central Bank of Lynn, in the Lynn Institution for Savings, in the Boston Chamber of Commerce, in the Boston Merchants' Association and in the Home Market Club. In the last two, Mr. Breed is a member of the Executive Committee. He is also president of the New England Shoe and Leather Association. In addition to a thorough performance of so many and so varied tasks, Mr. Breed has found time for a number of extensive tours and has been in every country of Europe and every State of the Union. He visited the Centennial, the last two Paris and the Brussels expositions, and was appointed by President Harrison as Massachusetts Commissioner to the World's Columbian Exposition at Chicago. By the Chicago authorities his singular aptitude for official work was at once recognized and he was put on prominent committees, — executive, electoral and legislative. He was likewise one of those chosen to interview Congress on the loan to the Exposition. In obtaining a site for a shoe and leather building he rendered great service to the leading industry of his town, visiting Chicago several times for the purpose. He likewise succeeded in having the classification arranged so as to put all the shoe and leather exhibits in this building. Mr. Breed is a Republican in politics, and his name has often been mentioned for a high position in the gift of his party.



FRANCIS W. BREED.

THE motive power of the present century has been chiefly steam, but now the more mysterious force, electricity, is gradually superseding that cruder charioteer of the car of progress. Among the electricians of the world none merits more attention than the famous "wizard of Swampscott." Elihu Thomson was born in Manchester, England, March 29, 1853. His parents settled in Philadelphia when Elihu was five years old. The boy entered school at seven, at eleven was ready for the high school, but, the limit being thirteen, was denied admission. During this enforced idleness of the boy the career of the man began. A book telling how to make an electric machine fell into his hands. With a wine bottle for a cylinder, he soon had one in operation, and began experimenting. He followed this with more scientific appliances, and among other things made a Morse telegraph circuit, and used wrapping cord for the insulation, never having seen an insulated wire. Soon after graduation from the high school he became an assistant there, and when only twenty-three was made full professor of chemistry and physics. Here he formed that scientific fraternity with Professor Houston, now known to fame as the Thomson-Houston Electric Company. In 1878 Elihu Thomson visited the Paris Exposition. The fruits of his study there were many new patents. Next came the formation of a company, The American Electric, with headquarters at New Britain. Then Elihu Thomson resigned his professorships and became at a bound a practical electrician, and in 1883 the transfer to Lynn took place. The vastness of this business evolution almost rises into the realm of imagination, since it now represents the practical application of over three hundred patents, for the work of this man, who is only forty, has covered the widest possible range of electrical engineering, and has necessitated thousands of experiments in new fields. Many of his inventions, or perhaps original discoveries were the truer term, have gone into extensive use, and his high originality has been appreciated by the world. In 1889 he was elected president of the American Institute of Electrical Engineers, and represented that body in London at the British and American Congress. France decorated him that same year with the ribbon of the Legion of Honor, and the grand prize for invention was awarded to him at the Paris Exposition. Yale, in 1890, made him M. A., and the Electric Metre Competition of Paris divided its first prize between him and Dr. Acon. Professor Thomson gave his share, five thousand francs, towards a new competition. Such is the variety of Professor Thomson's achievements that a mere list would consume pages. One of the most striking is a simple apparatus, recently built on principles discovered by himself. This yields the longest electric sparks ever obtained, closely resembling flashes of lightning five feet long. The recent consolidation of the Edison with the Thomson-Houston Company, as the General Electric, has increased this giant industry. Professor Thomson in 1884 married Miss Mary L. Peck, and has three sons.

ELIHU THOMSON.

HENRY A. PEVEAR, of Lynn, who has been the president of the Thomson-Houston Company since its inception, bears also the distinction, in conjunction with his brother, of being the oldest morocco manufacturer in that city. His father, Burnam Pevear, learned his business in Exeter, N. H., and moved his family to Lynn in 1838, his son, Henry A., having been born Sept. 13, 1829, at Tewksbury, Mass. From the father both sons acquired a practical knowledge of their trade, and soon after, 1847, they began manufacturing morocco on their own account. The firm was originally Roberts, Pevear & Co., but Mr. Roberts withdrew, and the new firm soon took that leading place in the business which they have since held, though this original firm, in 1883, divided into two firms. Their first factory was on Monroe Street, in Lynn, and in 1858 they opened a Boston store at 67 and 69 Kilby Street, being the first morocco house in Lynn to take that strong step forward. In the year 1859 they employed only thirty-two persons, but had many skins finished in other shops, their manufacture that year being 103,000 goat skins, and their sales in Boston, including sumac and patent leather, reaching the satisfactory figures of $96,000. About the beginning of the Civil War the firm began to import South American goat skins, especially Paytas, and their operations rose so quickly that they soon reached the million mark, and, when the government assessed incomes, this house paid the government the largest personal tax of the morocco business in Massachusetts.

HENRY A. PEVEAR.

In 1864 they built a large factory on Boston Street in Lynn. The year 1883 beheld a dissolution of this old firm, or transmutation into two new ones, — Pevear & Co., that is, G. K. Pevear and his sons, taking the old factory, the Boston store at 83 High Street and the South American business. The firm of Henry A. Pevear & Sons — Frederick S. and William A. — took possession at this time of the new factory on Boston Street, a building 50 x 200, of five stories, brick and wood, with coloring house, engines and storerooms separate. This factory stands on the spot where the celebrated Lynn hermit, George Gray, lived and died. To commemorate this singular fact, and to preserve the landmark, they have named their product "Hermit Kid." They have a Boston store at 61 High Street. The brothers of the original firm have always held the land at the corner of Munroe and Washington streets, in Lynn, where their first factory stood, and early in 1892 they built on it the largest block in Essex County, a five-story structure, thoroughly modern and containing 100,000 feet of floor space. About forty years ago they built a handsome double residence on Washington Street, near the swamp of the Johnson estate. Now this building is surrounded by homes of wealth, and there are no signs left of the swamp, where half a century ago the frogs held concert. Henry A. Pevear has not figured in public life very much, preferring to confine himself to home, church and business duties; but his opinions in city affairs are naturally sought very often.

PERHAPS no man could have been selected by a jury of his peers more truly representative of Massachusetts, in a quiet way, than Arthur F. Smith, of Lynn. He was born, Jan. 6, 1835, in that part of Danvers which is now West Peabody, one of ten children, most of whom reached maturity. Like all the sturdy stock of New England, he went to school and in the intervals worked on the farm. In the intervals offering he learned shoemaking, and when twenty was running a stitching machine. On the attainment of his majority, 1856, he went to Lynn and started a small stitching shop on Market Street, employing about twenty hands. In two years, with his brother, T. E. Smith, he took the Micajah Pratt Works and employed about sixty girls. This shop was the first one in the country ever fitted up with steam power for running stitching machines. In about six years Mr. Smith began the manufacturing of the finished product, and the Smith shoes very soon walked to the front in a business way. He took in as a partner his brother, J. N., and five years later their business had so expanded that they built a factory on Oxford Street. Soon after this expansion, the result of so many years of patience, prudence and persistence, occurred the great fire of Boston, and that colossal catastrophe came near involving Mr. Smith, like many others outside of Boston; for all his customers, with one exception, failed. During the three following years Mr. Smith confined himself to a retail trade, and he still retains that kind of business in part, doing a Western retail and a New England jobbing trade. For nearly eighteen years he has been located near the City Hall, where his business building, two hundred and ten feet by sixty, and four stories high, is situated. Severely simple, externally, and a model of comfort and elegance within, this edifice stands by itself, with no ornamentation save the plain gold letters, A. F. Smith, above its door. It is worthy of note, as a slight index to the thoroughness of Mr. Smith's nature, that insurance folks consider this the ideal shoe factory. But Mr. Smith's chief claim, perhaps, on the attention of the business world is his inventive faculty, and one of the most valuable results of this gift is is the Smith Shaving Machine, which is now in use abroad as well as all over the United States. The machine whose place Mr. Smith's invention took, shaved the heel of the shoe, but did not finish it, and about eight years ago, after many experiments, Mr. Smith patented a machine with both these functions. The personal life of Mr. Smith has been very quiet. Republican in politics, he has always avoided the temptations of office. Married years ago to Miss Helen M. White, of Lynn, he was bereaved of her companionship ten years ago and left with one child. In due course of time he was married again to her sister, Miss Martha A. White, with whom he lives in a home marked with quiet elegance and unostentatious hospitality. Though of a retiring disposition, Arthur F. Smith has made many friends and held them through his life by constant kindness and courtesy.

ARTHUR F. SMITH.

BUSINESS and belles-lettres do not often go hand in hand. The world, however, has taken account of Samuel Rogers, the banker-poet of England in the past, and of Edmund Clarence Stedman, the poet and banker of our time. Not many people have heard of Eugene Barry, though his name often appears in periodicals appended to verse which would have done credit to Samuel Rogers and of which even Stedman need not be ashamed. Yet Eugene Barry is known to most of his townsmen and friends simply as a very successful manufacturer of morocco, for in his modesty he has not yet gathered up his vagrant verses into a book, and cast them on the waters of the world. He was born in Lynn, Oct. 12, 1843, his father, Darius Barry, being then a prominent morocco manufacturer. There the son attended the public schools until 1851, when the father moved his family and business to Tilton, N. H. While in New Hampshire the boy worked part of his time in the morocco factory and after the return of the family to Lynn, in 1857, he continued working in the intervals of attendance at school. Despite such double duty, Eugene Barry, in 1861, at the age of eighteen, graduated at the Lynn High School with great credit, the valedictorian of his class. He at once went to work in the morocco trade as a foreman, and soon then became a salesman, the thorough knowledge acquired step by step as a boy proving of constantly increasing advantage to himself and others. In 1867 he became a partner of Charles G. Clark, and five years later began business alone. Through the long depression following the panic of 1873 he gained slowly but steadily by that patience and prudence which finally compel into their service all the deities; for, as a famous poet remarked about nineteen hundred years ago: *Nullum Numen abest, si sit Prudentia præsens.* The many changes, almost revolutions, in tanning methods since 1873, from sumac tannages to those of gambier, alum, oil, and later of chemicals, exclusively, have demanded the utmost skill and the closest attention, but through all these changes Mr. Barry has succeeded in achieving excellence, and his fine grades in morocco and kid stock have gained for his goods a high reputation. Taking deep interest in public affairs, he has not sought preferment, and, saving a directorship for many years in the First National Bank of Lynn and a two years' presidency of the Oxford Club, he has not held office. As a poet Eugene Barry is far above mediocrity. His ode for the dedication of the new high school of Lynn is full of fine feeling straightforwardly expressed. His "Bayberry Leaf," a tristful theme that rises into trust, has a certain classic simplicity, and a humorous rhyme called a "Classic Idyl," though lacking technique in parts, is very pleasant. "At the Palmer House, Chicago," which appeared in the Boston *Transcript*, is a bit of blank verse not unworthy of Cowper. Others of his poems are equally good, and some time a modest little book containing them would be worth having. It is pleasant to find a man like Mr. Barry, amid business cares remembering the eternal verities.

EUGENE BARRY.

WHEN the son of an evicted Irish farmer becomes one of the most active men in a thriving city like Lynn, such a fact implies character. In the same county where Patrick Collins first saw the light, the famous county of Cork, and in the parish of Carrigtwohill, on Feb. 2, 1859, was born Richard Nagle, now the president of the Consolidated Adjustable Shoe Company of Lynn. In 1873 his father, driven to America by oppression, settled in Salem, and Richard, the oldest, went to work in a cotton mill, beginning with the wretched salary of $1.80 per week. There he worked three years, but finding no opportunity for education he sought a position in the store of Almy, Bigelow & Webber. There also he stayed for three years, studying hard in his spare time. Then he began to learn that part of the shoe business known as lasting, and in 1885 this ambitious young Irish-American began manufacturing shoes at Salem under the firm name of Nagle & Condon. He remained in this firm two years and in 1886 was a common councilman and a member of the Board of Health. In the latter part of this year he went to Lynn and took charge of a Co-operative Shoe Company, having been interested ever since he began to think in the principle of co-operation as applied to modern industry. After a while the Taylor Adjustable Shoe attracted his attention, and early in 1887 he with others formed what is now known as the Consolidated Adjustable Shoe Company. This large concern began quite small, but every year demonstrated the administrative capacity of its president, Mr. Nagle, who in 1890 secured a patent on an adjustable shoe that retained all the valuable features of the Taylor and did away with the others. The Taylor, for instance, had a piece of exposed rubber inserted at each side of the ball, but in the Perfection Adjustable Shoe invented by Mr. Nagle this rubber is covered and the shoe thus rendered far more lasting. This is patented in Great Britain and Ireland as well as America. Mr. Nagle has also patented a plant to go on a lasting-jack, and has recently filed an application for an improved metallic button-fastener, an invention that ladies will appreciate. Such is the activity of Mr. Nagle's business life. His home life was overshadowed by the death, on June 17, 1892, of his wife, who left him one child. His public life in Lynn promises a success not unlike that of his business career. In 1891 he was nominated for alderman on the workingmen's ticket which, considering his short residence in the city, betokened his growth in popular esteem, and considering that among thirty candidates he ranked thirteenth, his political beginning may be reckoned rather remarkable. Yet is it remarkable, when we review his life, and see how this Irish lad, Richard Nagle, has secured a home for his aged parents and himself, has built up a prosperous business, has added to the comfort of mankind by his inventions, and has become a representative citizen of the great State of Massachusetts. To the land that has sent us so much good material for citizens let us give full credit.

RICHARD NAGLE.

# WILLIAM G. S. KEENE.

NO account of Lynn could be complete without a few points from the life of William G. S. Keene, a man whose penetrative mind and strong, though never super-assertive, personality, would have made him the mark of a good deal of public attention, had he lived in a much larger sphere of civic activity. For, not merely wherever the trade of Lynn spreads the name of Keene goes likewise, but in all the local improvements, in the development of Lynn into a great civilized home as well as a vast workshop, the Keenes for several generations have played their part — an increasingly large part — with unfailing and well-deserved success. William G. S. Keene, who was born in Lynn, June 10, 1843, was the son of George W. and Mary A. (Breed) Keene. He came from old Quaker stock on both sides, and his maternal ancestry traces back to one of Lynn's first settlers. It is worthy of remembrance in connection with his Quaker ancestry, that Lynn once contained more Quakers than even Philadelphia. Mr. Keene's mother was a daughter of the Hon. Isaiah Breed, a well-known shoe manufacturer, whose tireless enterprise rendered him a figure of more than local importance. Isaiah was a long time the president of the Lynn Mechanics' Bank, and one of the leading directors of the Eastern Railroad. The father of W. G. S. Keene was likewise a shoe manufacturer and, as a natural matter of hereditary bent and aptitude, it was to be expected that when his sons, W. G. S. and F. Keene, succeeded to the business under the firm name of Keene Brothers, they would continue it with the energy and talent that solidify past successes and pave the way for fresh achievement. The career of W. G. S. Keene has been closely identified with the material and intellectual development of his native city, and perhaps the movements of the very house where he was born illustrate Lynn's growth as well as anything else. This house originally stood on or near the corner of Exchange and Union streets. But the pressure of business caused Mr. Keene, Sr., to move it to the corner of Willow and Oxford. In its place he built a brick business block, ornamental as well as commodious. The house was removed again to the western part of Franklin Street (where it now stands), and in its stead another brick block was erected, the beginning of a series built on Willow Street by this progressive family. Many wondered at this block on Willow Street, and were tempted to think that its builders must be blockheads, for the business tendency then seemed toward the central station, and the new block was at least one thousand feet away, and away from every kind of business. But now, within a radius of five hundred feet, there are twenty-two brick blocks, nearly all from four to six stories. To those who have accused W. G. S. Keene of being a business visionary, this fact ought to demonstrate his foresight. But perhaps they call it his good luck, for to some minds every Columbus is a visionary till he has found his San Salvador, and often after his discovery, is still reckoned merely an inspired blunderer. Mr. Keene married Miss Fanny Gerry, of Lynn. His home is very attractive.

# WESTFIELD

THE pretty and enterprising town of Westfield entered upon the Columbian year with two marks of distinction. The first was that of being the largest town in Hampden County; the second, that it is the largest whip manufacturing community in the world. Both have their value and both go to increase the fame of the town, which is everywhere known as the "Whip City."

Westfield was settled some time previous to the year 1641, although there appears to be a considerable difference of authorities on this point, and various dates, embracing the years between 1641 and 1662, are supported by various arguments, as the correct time of settlement. Legendary history says that it was the former date, and that a colony of adventurers from Connecticut were the earliest settlers, and adds that they conceded the territory to Massachusetts in 1649. But the first really authenticated settlement occurred in 1658, at which time a grant of land was made to Thomas Cooper, and this was followed two years later by another grant to Deacon Chapman. In 1661 a permanent settlement was effected and a trading post established, Captain John Pynchon, of Springfield, being granted a monopoly of the fur trade of the new settlement by the General Court. The fur trade in those days was a very lucrative one, and even a century later one of the vastest fortunes now menacing the stability of this Republic, that of the Astors, had its foundation laid by dealing in the skins of beasts. The early inhabitants of Westfield, besides their peltries, also did a large business in the gathering of turpentine, and grants of land were often made for that purpose.

At this early day the town was known by the Indian name of Woronoco, but as the time for incorporation drew near, the residents decided to change it. Among the titles suggested was Streamfield, on account of the fact that the town was located between two streams, — the Westfield and Little rivers of the present day. This name was not selected, however, but Westfield was chosen instead, because the town was almost directly west of Boston, and was at that time the most westerly town in New England.

The Westfield of to-day is beautifully situated, geographically, and could hardly be better located for purposes of trade. The site of the town is a level, sandy tract, — the bed of an early lake, — and is on the direct line of the Boston & Albany Railroad, the New Haven & Northampton Railroad and the Holyoke & Westfield road. Two rivers run through the town, the Westfield dividing the village almost into two equal parts. Around the northern and western boundaries of the town stretch a line of low hills, the highest of which is Mount Tekoa, a pretty elevation from which a very fine view of the surrounding country may be had. The town is a capital place for residential purposes, the streets being broad, well shaded by magnificent trees, and lighted at night by electric lights. Many elegant houses grace the streets, while Park Square, a beautiful green in the centre of the town, with its pretty soldiers' monument, adds not a little to the attractiveness of the place.

The chief business, as has been stated, of the town, lies in the manufacture of whips, although the making of cigars forms a large part of the town's industrial life. Other important industries are the manufacture of paper, organs, machinery, undertakers' supplies, thread and heating apparatus. The town has two national banks with an aggregate capital of four hundred thousand dollars, and two savings banks.

A thing in which this town especially glories is her educational eminence. Her institutions of learning are well known. The principal of these is the State Normal School, which in the year 1890 moved into a new and elegant building. This school, which was the second chartered by the State, was originally located at Barre, but was removed to Westfield in 1844. Designed to educate young men and women as teachers, it has been very successful in its field, especially of late years, and the teachers drilled in Westfield have always reflected credit on their alma mater. The Westfield Athenæum is another institution in which the town takes particular pride. The Athenæum was incorporated in 1864 for the purpose of maintaining a library and reading room. The former now has about eleven thousand volumes. The public schools of the city include high, grammar and primary institutions.

JAMES C. GREENOUGH, eminent as a teacher, was born in Wendell, Mass., Aug. 15, 1829. In 1860 he married Jeanie Ashley, daughter of Hon. William G. Bates, of Westfield, by whom he had four children; three of these are living. One of Mr. Greenough's ancestors was a member of the committee of safety that provided for the defence of Boston at the outbreak of the Revolutionary War. Rev. William Greenough, for fifty years pastor in Newton, Mass., was Mr. Greenough's grandfather, and Ralph Waldo Emerson was his kinsman. The boyhood of Mr. Greenough was mainly spent on a farm in Wendell and in Deerfield, in which places he attended school, and also in Portland, Me. In the spring of 1854 he entered Westfield Normal School, but in the autumn taught a select school in Heath, and the Beacon Street Grammar School in Gloucester during the winter. He became principal of the high and grammar schools in Rockport in 1855, and was called from thence to take charge of the Hacker Grammar School in Salem, early in 1856. In September, 1856, Mr. Greenough was appointed first assistant in the Westfield Normal School and held the position for fifteen years, being absent one year only in order to complete his four years' college course at Williams College. In 1869 he declined to accept the position of principal of the normal school of Connecticut, and in 1871 a similar position in the State Normal School at Emporia, Kansas, to which he had been unanimously elected. Accepting the principalship of the Rhode Island State Normal School, he opened the school in Providence in September, 1871, and for twelve years conducted it with marked success. The school rapidly rose to the first rank. Brown University conferred upon him an honorary degree, and he was enrolled in its Phi Beta Kappa chapter, and made one of the examining board of the college. During this period he had a full share of public educational work, as a writer and lecturer. He was one of the four who, as teachers, inaugurated the Teachers' School of Natural Science in Boston, in 1871. While in Rhode Island he declined the presidency of Illinois College and the unanimous call of the School Committee of Boston to the position of supervisor of schools. In 1883 he became president of the Massachusetts Agricultural College at Amherst, and for three years directed the policy of the college, improving its financial condition, erecting admirable buildings, making important changes in its course of study and in its educational appliances, and securing for the college a generous appreciation by the people of the State On Feb. 4, 1887 he entered upon his duties as principal of the Westfield State Normal School. During his administration the commodious boarding hall has been much improved, important changes have been made in the course of study, the standard of scholarship has been raised, a kindergarten and training school of several grades has been added, and a school building costing, including the site, $150,000 has been erected. The school's previous high reputation has been well maintained.

JAMES C. GREENOUGH.

JOHN HOYT LOCKWOOD was born in Troy, N. Y., Jan. 17, 1848, and resided in that city with his parents, Charles N. and Mary Elizabeth (Frye) Lockwood until his sixteenth year, during this time attending the public schools and Troy Academy, a private institution, in which he fitted for college. He entered Williams College at the age of sixteen, in the class of 1868, graduating with the degree of A. B., besides winning the degree of A. M. by a three years' course in the study of literature. Upon admission to college he was elected to membership in the Kappa Alpha Fraternity, the oldest Greek letter society in the United States, of which he has been ever since an enthusiastic member. After the completion of his course at Williams, he enrolled himself, in the fall of 1868, as a student in Princeton Theological Seminary, graduating in the class of 1871. He was licensed to preach by the Presbytery of New York, in the spring of 1870, and spent that summer in Southern Minnesota, doing home missionary work. During his work there he organized a Presbyterian church in the town of Wells. Immediately after graduating he was called to the pastorate of the Reformed Church in Canastota, N. Y., and begun work there Sept. 1. He was ordained and installed by the classis of Cayuga, N. Y., Nov. 15, 1871, remaining there until May, 1873, when he was called to the pastorate of the New England Congregational Church in Brooklyn, N. Y. He remained in charge of the Brooklyn church until Jan. 1, 1879. In April of that year he accepted the call of the First Congregational Society of Westfield, and was installed as pastor of the church May 14 of the same year. During his pastorate, which continues at this writing, the church has enjoyed a healthy and steady growth, and is one of the leading churches of the denomination in this section of the State. Rev. Mr. Lockwood is a preacher of ability, and delivers his messages fluently and forcibly. He is also deeply interested in matters local, benevolent and missionary, and has an attractive personality that greatly aids in drawing people into his fold. In 1879 the church celebrated its bicentennial, and Rev. Mr. Lockwood preached the historical sermon, which was afterward printed in book form. He is also very popular among his fellow-workers in the church and in 1888 was chosen president of the Connecticut Valley Congregational Club, an organization composed of the leading Congregational clergymen and laymen of the valley. Outside of his pastoral duties he is largely interested in educational matters. He has served a three years' term as alumni visitor at Williams College, is an active member of the Westfield School Committee, a trustee of the Westfield Athenæum and of the academy fund. Rev. Mr. Lockwood is married, his wife being Sarah L., daughter of Dr. Ezra P. and Sarah M. Bennett, of Danbury, Conn., to whom he was united July 19, 1871. Mr. and Mrs. Lockwood have three children: William A., who is now a student at Williams College, Annie E. and Lucy B. Lockwood.

JOHN H. LOCKWOOD.

HOMER BEMIS STEVENS, well known as a lawyer of ability, was born in the town of Norwich, now Huntington, Mass., Sept. 9, 1835. His parents were Washington and Ruth Simons (Bemis) Stevens, his father being a farmer in that mountain district. Homer Bemis Stevens spent his boyhood on the farm, attending the public schools, from which he obtained his early education. Having completed his course in the schools of the town, he began to teach in them at the age of fifteen, meanwhile preparing himself for a higher education. With this purpose in view, he entered Williston Seminary, at Easthampton, Mass., where he devoted his every energy in fitting himself for entrance at Williams College. He entered this latter institution in 1853, graduating four years later, the salutatorian of his class. Judge Stevens began the study of law immediately after leaving college, and was admitted to the bar of this State in February, 1859, having in the meantime served a term as principal of the Westfield High School, and for a short time as teacher in the old Westfield Academy, to pay in part the expenses of his education. After his admission to the bar he practised his profession in Boston for a few months, but gave up his residence there and moved to Westfield, where he formed a law partnership with the Hon. E. B. Gillett, under the title of Gillett & Stevens. Judge Stevens has lived in Westfield for thirty-five years, and for twenty-five retained these relations with Mr. Gillett. When the District Court of Western Hampden was established, in 1886, he was appointed justice by the governor, and has held the office since that time, the term being for life. Judge Stevens, in his political faith, is Republican to the backbone, and although he has never held any office he has done valiant work for the party of his affiliation. He has never cared for political honors, being too much devoted to, and too busy with, his law practice to seek them, although he might have had them had he so desired. He was debarred from enlisting in the Federal army during the late war on account of a lameness with which he has been afflicted since childhood. Judge Stevens's only brother was killed while fighting for the flag. Even with all of the labor incident to a large legal practice, Judge Stevens has found some time to devote to other objects, such as cultivating his love of music, and incidentally leading a choir for twenty-five years. He has also done something in a literary line, although he has never written any books. He is an ardent admirer of the game of chess, and spends many a pleasant evening in studying the different positions of the queens, rooks and bishops. Judge Stevens takes more than the ordinary amount of pleasure and comfort out of his home life. He married Mariette, daughter of Moses and Juvenilia Hannum, April 10, 1861. They have an adopted child, Bella Horton Stevens. No man in Westfield stands higher in the estimation of his fellow-citizens than Judge Stevens. He is appreciated for his genial and sociable nature as well as for his many attainments of an intellectual character.

HOMER B. STEVENS.

ARTHUR S. KNEIL, the son of Thomas and Mary (Bush) Kneil, was born in Westfield, May 6, 1861, and has been a resident of that town since that period except during the time spent at school away from home. Mr. Kneil is a lawyer by profession and, although one of the younger members of the Hampden County bar, he has already built up a considerable practice in his own town and is reckoned an advocate and counsellor of more than ordinary ability. His earlier school-days were spent within the confines of the public schools of his native town, where he fitted himself for college. Graduating from these, he entered Wesleyan University at Middletown, Conn., in the class of 1883. While a student in the university he became a member of the Psi Upsilon Fraternity. Graduating from Wesleyan, he entered upon a course of study in the Boston University School of Law and graduated from that institution in 1885 with the degree of *magna cum laude* to his credit. He began the practice of his profession during the following year, opening an office in Westfield, where he has practised continuously ever since. Mr. Kneil is also a member of the Suffolk County bar, and is the attorney for the town of Westfield. From 1886 to 1891, inclusive, he was clerk in the District Court of Western Hampden. While his practice occupies the greater part of his time, Mr. Kneil finds opportunity to devote some of his energies to other matters, and appears to be as successful in the civil walks of life as in his profession. Among other offices that he holds is the vice-presidency of the Business Men's Association of Westfield, an organization having on its roll of membership nearly all of the leading citizens of the town. He is also the clerk of the Pine Hill Cemetery Association, a corporation existing in Westfield. Mr. Kneil is unmarried and is one of the leaders of society in the town, a master-spirit of geniality in all social entertainments. Mr. Kneil's executive ability has nowhere been more manifest than in his work as a member of the Republican Town Committee of Westfield. He was elected chairman of that body in 1889 and has held the office since that time, conducting the work in a manner which was creditable to himself and in a way that brought out the best results for the party, of which he is a leading exponent in Western Massachusetts. His work has been particularly productive where the town elections were concerned, and it proves him to be a man of ready resources and sound judgment. These native abilities brought to ripeness by indefatigable work have obtained recognition at the hands of his party, and in 1892 he was honored by an election to the lower branch of the State Legislature, receiving a majority that implied more than mere success at the polls. Although a new member of the Legislature, Mr. Kneil fared very well when the committees were appointed, and positions on the Judiciary and on the Committee on Rules and also Constitutional Amendments were assigned to him, his ability being recognized by his party associates, and by the speaker.

ARTHUR S. KNEIL.

JOHN W. COLTON was born in 1832 in that part of West Springfield, Mass., which is now known as Agawam. His father, Ebenezer Colton, came from Longmeadow. His mother was Cynthia Whitman, only daughter of the late Elder Jesse Whitman, of Agawam, who was the first Baptist minister in that town, and was, indeed, during his lifetime the village pastor. Mr. Colton was married to Albina S. Ball, daughter of William Ball, of Chicopee, Mass., in 1862. They have two children living, William B., now seeking health in California, and Mrs. W. I. Barton, of Westfield. Mr. Colton was educated in the public schools of West Springfield Center, in private schools in Springfield, and later took a course of study in the Sheffield Scientific School of Yale University. Pursuant to a long-cherished wish, he engaged in the drug business with the old established firm of H. & J. Brewer in Springfield, and was their first salaried clerk. He remained with them for six years, resigning to take a position with W. H. Schieffelin & Co., of New York City, with whom he remained until his health failed from a too close devotion to business. Recovering, he located in Westfield and bought a drug store, and very soon became one of the leading druggists of the town. Mr. Colton is a Democrat, and has never sought political office, but in 1881 he was elected to the Massachusetts House of Representatives, and was re-elected to that body the following year, receiving nearly four fifths of the entire vote cast. During his first term he was a member of the House Standing Committee on County Estimates, and in 1882 was on the Joint Committee on Banks and Banking. He was also elected to membership in the town School Committee, even after refusing the nomination, but was unable to attend to the duties because of his business, and consequently declined to serve. He is a trustee and vice-president of the Westfield Savings Bank, a director of the Westfield Athenæum, and was the first vice-president of the Bay State Beneficiary Association.

JOHN W. COLTON.

Mr. Colton is engaged in the manufacture of Colton's Select Flavors, goods that have secured on their merits a national reputation. They are the results of long study and experience. For over twenty-five years he followed the drug business, the latter half of the time expending much of his energy on the development of his flavoring extract trade. He retired from the drug business about five years ago, to devote himself to the manufacture of his flavors and specialties. These extracts are of a very high quality, perfectly pure, and of great strength. The business grew rather slowly at first, but Mr. Colton obtained such strong indorsement from leading citizens, dealers and others, that his trade began to spread in all directions, until to-day there is hardly a State in the Union where his flavors are not known. A large number of Mr. Colton's orders are received through the mails, and agencies have been solicited and established as far away as Australia, South Africa and Japan, while salesmen are now kept continually on the road in this country and abroad.

MILTON BURRALL WHITNEY, the son of Samuel Hart and Marilla Lovisa (Dickinson) Whitney, was born in Granville, Hampden County, Mass., Oct. 6, 1825, being a direct descendant of Henry Whitney, who emigrated from England and settled on the easterly end of Long Island about 1649. Milton Burrall received his early education in the public schools of his native town and later in the classical school of Rev. Timothy M. Cooley, D. D., in which he fitted for college. He entered Williams as a sophomore, and graduated in 1849, being assigned to deliver the classical oration, one of the highest honors in the college. For two years after his graduation he taught school, and went to Westfield, where he read law in the office of Hon. William G. Bates. He was admitted to the bar in 1853, and has resided in Westfield ever since, and has had a large, varied and successful legal practice. He practised as a partner with Mr. Bates, and the two continued their joint practice until 1865, after which he was alone until 1874, when the firm of Whitney & Dunbar was formed, James R. Dunbar being the junior partner. This partnership lasted until the latter was appointed an associate justice of the Superior Court, in 1887. From 1887 until 1892 he was senior partner in the firm of Whitney & Brigham. Mr. Whitney was also a trial justice from 1858 to 1865, at which time he resigned. Mr. Whitney's early political affiliations were with the Whig party, but he has been a Republican since the formation of that party, though latterly his action has been rather independent. He has been often honored by political preferment. Among other public positions which he has held was that of State senator from the Second Hampden District in 1862–63. During his senatorship he was chairman of the committees on Public Lands, on Federal Relations, and of the special committee on the Concord and Sudbury rivers, besides being a member of other important committees, including the Judiciary. In 1868 he was chosen a presidential elector, and was a delegate to the National Convention that nominated Garfield in 1880. Along the civil walks of life, also, he has filled many important and honorable positions. He was appointed a a member of the State Board of Education in 1881 and re-appointed in 1889 for a second term of eight years. He was chosen a fellow in the American Geographical Society in 1890, and in January, 1892, was elected a councillor of the American Institute of Civics, a national institution incorporated under the laws of Congress. He has been deeply interested in the Westfield Athenæum, and an active member of its Library Committee ever since its organization in 1864, and was elected its president for 1893, besides being a trustee of the Westfield Savings Bank since 1857, a director of the old Westfield bank and a director of the First National Bank since 1865 and its president since 1881. Mr. Whitney is a trustee and director of other local institutions, and has always been an earnest advocate of all measures tending to promote the best interests of Westfield.

MILTON B. WHITNEY.

IRA MILLER, president of the American Whip Company, the largest whip manufacturing establishment in the world, and the pioneer in the modern style of whip-making, was born in Cadiz, Trigg County, Ky., April 22, 1848. His parents were James Quinn and Susan Raglan Miller, his father being a prominent merchant in that State. Their home was directly in the path of the marching armies during the Civil War, and, as may be readily inferred, the elder Miller's business was sadly interfered with, while the young man's school-days were brought to an abrupt termination. After the close of the war the elder Miller moved to Evansville, Ind., where he established himself in the wholesale dry goods business. But the son's tastes did not run in this direction, and, preferring the manufacturing of goods to the jobbing of them, he engaged in the saddlery business, in which he remained for twenty years, or until 1887, when he began the manufacture of whips. Ira Miller's first mercantile experience was with the firm of Topf, Long & Co., wholesale saddle manufacturers of Evansville, into whose employ he entered in 1867. Three years later he removed to Louisville, Ky., to travel for J. W. Morrill & Co. He became identified with the well-known firm of C. B. Smith & Co., of New York City, and while in their employ visited Europe, Central and South America, the West Indies, Mexico and nearly all the States of the Union. During his travels he made many and lasting business friends, and the work done then has been of great assistance to him in his present business. So zealously and successfully did he work for Messrs. Smith & Co. that he was taken into partnership, and remained in New York City until 1887. In 1886 he purchased some of the stock of the American Whip Company, and was elected president of the corporation in 1888. The company was founded in 1822 and incorporated in 1855. It has always maintained the leading place among industries of its kind, and, as has been said, is to-day the largest in the world, having an annual output of two million five hundred thousand whips that find their way over the entire globe. The same energy and enterprise that characterized Mr. Miller's methods while in the saddlery business, appear here, and a great deal of the later success of the American Whip Company can be directly traced to his influence and labors. He is what may be called a shrewd business man, but a conscientious one. His dealings are always characterized by dignity and uprightness. Although a resident of Westfield but a few years, Mr. Miller is justly looked upon as one of the town's foremost men. He has never held any civil or political office, since the requirements of his work naturally prevented this. He takes, however, a deep interest in all matters relating to the welfare of the town. Mr. Miller was married, Oct. 3, 1883, to Frances Eliza, daughter of Charles B. Smith, of Hartford, Conn., and they have four children, — three sons and one daughter. Mr. Miller's skill and energy have been instrumental in bringing the whip-making industry up to a high standard.

IRA MILLER.

WILLIAM PROVIN, for a quarter of a century a prominent manufacturer in the town of Westfield, and during this time one of the town's leading citizens, was born in Sullivan, Penn., Feb. 14, 1842. His parents were William and Delilah Provin. His early education was obtained in the public schools and the academy in Westfield. His school-days, however, did not extend over a very long period, as he learned, while quite young, the trade of manufacturing whips, which was then, as now, the principal business of the town to which he had migrated. Consequently he has been connected with that business as boy and man for many years. In later years he has been also engaged in the manufacture of whip lashes and cigars. Mr. Provin was married Nov. 21, 1866, to Louise J. Axtell, daughter of D. S. Axtell, of Westfield, and two boys have been born to them. During his residence in Westfield Mr. Provin has been selected by his fellow-townsmen to hold many offices of importance, civil and political, and on a number of occasions has been called to represent his adopted town in the State Legislature. In all these different positions he has acquitted himself with distinction and credit, not only satisfying his constituents, but also evoking the admiration of many who, politically, were opposed to him. Mr. Provin is a Democrat of very broad views. Among the town offices that he has held is that of chairman of the Board of Selectmen from March, 1881, to March, 1882, while he also served the community as a member of the Board of Water Commissioners for three years, being president and treasurer of the board. In 1886, 1887 and 1888 he was elected to the lower branch of the Legislature, while in 1891 and 1892 he was a member of the State Senate. In the Senate of 1891 he was a member of the joint standing committees on Labor and Insurance, while in 1892 he was on the committees on Fisheries and Game, Printing and Insurance, being chairman of the latter both years. Among the civil offices that Mr. Provin holds are those of vice-president of the Woronoco Savings Bank of Westfield, and director and auditor of the Westfield Co-operative Bank. He is also president and one of the prime movers of the Masonic Fraternal Accident Association of America, a corporation that has written twenty-five thousand certificates in the past five years. Mr. Provin is a veteran of the late war, during which period he served in the celebrated Peninsula Campaign under General McClellan. He is past commander of Lyon Post No. 41 of the Grand Army of the Republic. Mr. Provin is a firm believer in fraternal associations, and he regards them as being full of profound instruction and moral elevation for the body politic. He is a Mason, Odd Fellow and Red Man, serving as great sachem of the State in 1891 and is also a member of other societies. In all of these he has been prominent, both as a member and an adviser. He is a ready debater, and has always a valuable opinion on matters of importance. Personally, Mr. Provin is a most agreeable and companionable gentleman.

WILLIAM PROVIN.

EDWARD BATES GILLETT, one of the prominent lawyers of the "Old Bay State," was born in South Hadley Falls, Hampshire County, Mass., Aug. 24, 1818, and was the son of Daniel and Edith (Bates) Gillett. He was married, in 1848, to Lucy, the daughter of Hon. James and Lucy (Douglas) Fowler, and seven children have been born to them, only three of whom are living, Congressman Frederick H., Professor Arthur L. and Lucy Douglas Gillett. Mr. Gillett is a graduate of Amherst College in the class of 1839, and was prepared for entrance into that institution in the academies at Hadley and Westfield. On his departure from college walls he entered the law office of his uncle, that renowned legal light, Isaac Bates, of Northampton, but completed his legal studies in the Cambridge Law School. He was admitted to the Suffolk County bar in 1843, after which he went to Westfield and began practice as the partner of William G. Bates, one of the leading lawyers of that section. This firm retained its existence until 1852, when Mr. Gillett took in Arthur Lincoln, as a junior partner. Mr. Lincoln died in 1859 and Mr. Gillett afterward formed a partnership with Homer B. Stevens. This continued until 1883. Mr. Gillett was elected district attorney for the counties of Hampden and Berkshire in 1856, declining re-election in 1871. He was a member of the State Senate in 1852, and served on the Judiciary Committee. In the Legislature he ranked as one of the most useful members. In the course of his extensive law practice Mr. Gillett has been connected with some cases of national reputation, one of the principal being the celebrated Northampton bank robbery case, in which he conducted all of the cross examinations and made the final arguments. He was also for many years the counsel for the New Haven & Northampton and Boston & Albany railroads. Mr. Gillett has likewise been prominent in private life, and instrumental in bringing about many improvements in the town of Westfield. Among other positions that he has held was the presidency of the Hampden bank from 1858 to 1882. He is president of the Westfield Insurance Company, of the Board of Trustees of the Westfield Academy Fund, and of the Westfield Athenæum, besides being a director in the American Whip Company. He was also elected a corporate member of the American Board of Commissioners for Foreign Missions and is president of the Hampden County Bar Association. He has always manifested a deep interest in educational matters, and was a member of the Massachusetts State Board of Education for many years. He has been vice-president of Smith College since its foundation, and has been a trustee of Amherst College since 1861, besides being a trustee of the Hartford Theological Seminary. His alma mater conferred upon him the degree of LL. D. in 1885. Mr. Gillett was a Whig originally, but has been a Republican since the foundation of that party, and was a delegate to the National Convention of 1856, and a presidential elector in 1860.

EDWARD B. GILLETT.

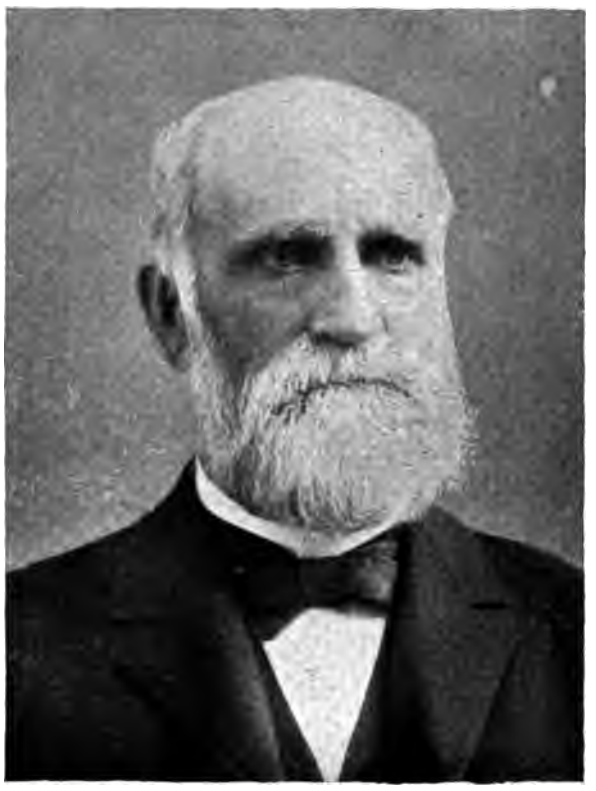
JAMES ALFRED LAKIN was born in Boston, Feb. 7, 1841. He married Lucy Adelaide Tower in 1870, and they have four children,—three daughters and one son. He is an army veteran, having enlisted in the old First Massachusetts Regiment, in which he served with distinction. The chief part of Mr. Lakin's education and personal polish has been acquired by contact with the world, but the fundamental principles were instilled into his mind by a course of study in the Boston schools. Although a native of Boston, Mr. Lakin has preferred to live in Westfield for twenty-two years, and during all of that time has been closely in touch with the best interests of the town, and very prominent in the industrial life of the community. His value as a citizen has been recognized by the town on various occasions. In 1890, and again in 1891, he was elected to the State Legislature, being a representative from the Second Hampden District. In 1892 he was nominated for senator in the Second Hampden Senatorial District. During his first term in the Legislature Mr. Lakin was a member of the Insurance Committee, and during his second year was a valued member of the Committee on Railroads. While in the Legislature he made an especially creditable record for himself, and handled the questions that came before him with the dexterity of a veteran. Of especial value to the farmers of his district, and indeed to those of the State in general, were his efforts on the proposed dairy law, which came before the House in such shape as to be practically valueless. Mr. Lakin fought hard to have those portions of the law that were cut off in the Senate reincorporated in the bill, and finally succeeded. Not content with that, he labored with some of the senators and had the satisfaction of seeing the bill passed as amended by him. He also reported on a bill allowing the use of electricity on the railroads of the State, and so convincing was his argument in favor of it that it was almost unanimously passed. He stated on the floor of the House that "in his judgment, within four years trains would be run, heated, lighted, bells rung, whistles blown, and breaks set by electricity." He was also chosen by the Legislature to appear before Congress and urge the adoption of a uniform safety car coupler for the protection of life and limb, on account of his thorough mechanical ability. Mr. Lakin's business career began in 1865, when he engaged in the watch and jewelry trade, which business he has followed ever since in connection with the manufacture of his other inventions. At present Mr. Lakin is devoting his time to the American Casket Hardware Company, of which he is president, and which is located in Westfield. As its name implies, the company is engaged in the manufacture of plates, handles, and other trimmings for burial caskets, and although established little more than a year, is remarkably successful, and shows very able management. Mr. Lakin has given much attention to the industrial health of the State. It is the opinion of his many admirers that the future has further honors in store for him.

JAMES A. LAKIN.

HENRY W. ASHLEY, lawyer, was born in Westfield, Mass., Feb. 16, 1855. His parents were Henry and Mary A. (Bartholomew) Ashley. Mr. Ashley's family were among the early Puritan settlers, the first of the family in this country, Robert Ashley, emigrating from England and settling at Roxbury, Mass. He remained in this early colonial settlement until the departure of William Pynchon and his party for Springfield, in the year 1639, when he became a member of the little band of settlers, and carried the name Ashley to the then extreme western part of the old Bay State. Robert Ashley's name first appears in the early historical records as one of the committee appointed in behalf of the little settlement of Springfield, to arrange about the grinding of the grain of the settlers, while later he was chosen as one of the sealers on the same question. When Westfield was set off from Springfield, somewhere about 1658, the Ashley family cast in their fortunes with the young settlement, and reference to the history of the times shows that grants of land were made to Robert Ashley and David Ashley in 1666. John Ashley, a graduate of Yale University, in the class of 1730, was one of the first lawyers in Westfield, and was, as his descendants also have been, a prominent figure in the affairs of the town. Henry W. Ashley was educated in the public schools of Westfield and was graduated from the Law School of Boston University in 1882. He was admitted to practice at the bar the same year, and immediately opened an office in Westfield, where he has been in practice since that time. Although established but a few years, Mr. Ashley has, by careful study and close application to his chosen work, built up an excellent practice, and has the pleasure of seeing it grow extensively year by year. He is regarded as one of the ablest young lawyers in Western Massachusetts. Mr. Ashley is also greatly interested in politics, both State and national, being a disciple of the party of Jefferson. Among other offices that he has held is that of United States deputy collector of internal revenue, which position he filled from 1885 to 1889. In 1892 he was chosen alternate delegate at large from Massachusetts to the National Democratic Convention at Chicago. Mr. Ashley was also elected a member of the Massachusetts House of Representatives in the Legislatures of 1892 and 1893, and while acting in this capacity served on the Judiciary and Railroad committees. During his legislative work he showed himself to be a good speaker and possessed of sound judgment, with a thorough knowledge of current affairs. He is also gifted with executive ability to a rare degree, and has had ample opportunity to demonstrate his talent as a member of the Democratic State Central Committee. On the same plane is his work as a member of the Executive Committee of the Young Men's Democratic Club of Massachusetts. On both committees Mr. Ashley has done yeoman service, and the brilliant quality of his work has been generally recognized both by the members of his own party and by the opposition.

HENRY W. ASHLEY.

LUCIUS B. WALKLEY was born in Westfield, Sept. 21, 1822. He was married in December, 1847, to Sarah C. Young, of Westfield, and they have six children, two boys and four girls, all of whom are living. Until his sixteenth year he attended the public schools, but at that period of his life he enlisted in the Third Regiment, United States Artillery, for five years, during which service he became sergeant of Company B, and served in the war in Florida. At the expiration of his term of service he returned to Westfield and learned the trade of a mason, but during the gold fever excitement of 1850 he went to California. There he spent a year in the gold mines, then returned to Westfield in 1851 and resumed his business as a mason. Since that time he has held many positions of trust and honor in the town and county and is justly esteemed one of Westfield's foremost citizens. Among the offices that he has held is that of constable and police officer for many years, and a deputy sheriffship of the counties of Hampden and Hampshire for about eleven years. He was also prominent in the military of the State, and held all of the commissioned offices in the Tenth Regiment from that of lieutenant to colonel. In May, 1861, he enlisted a company of volunteers for the Civil War, and on June 21, 1861, was mustered into service as captain of Company K, Tenth Regiment, Massachusetts Volunteers. The regiment was attached to the Army of the Potomac, and was engaged in building fortifications and guarding the approaches to Washington until March, 1862. He then went to the Peninsula with General McClellan and took part in the siege of Yorktown and the battles of Williamsburg, Fair Oaks, Charles City Cross Roads and Malvern Hill. He resigned his commission at Harrison's Landing, July 16, 1862, and was commissioned major of the Forty-sixth Regiment, Massachusetts Volunteer Militia, in October of the same year, being promoted to the lieutenant-colonelcy in a short time. He joined the army under General Foster, at Newbern, N. C., and was in the Goldsboro expedition, the fights at Kinston, White Hall and Goldsboro, besides being in several other expeditions. In June, 1863, his brigade was ordered to join the Army of the Potomac and during the battle of Gettysburg was detailed to guard the approaches to Baltimore, after which it joined General Meade's army at Frankstown. The Rebel Army having crossed the river and the regiment's time having expired, it was ordered home and was mustered out in July, 1863. After the expiration of his military service Colonel Walkley went into business and is now a contractor and builder and a large manufacturer of brick. He is president of the Westfield Brick Company, a past master of Mt. Moriah Lodge of Masons, a member of Springfield Commandery, Knights Templar, and is also a past commander of Lyon Grand Army Post. Politically, Colonel Walkley is a stanch Republican. He is also a member and trustee of the Methodist Episcopal church, and is prominent in the social and religious life of Westfield.



LUCIUS B. WALKLEY.

# ROBERT BRUCE CRANE AND JAMES ARTHUR CRANE.

CONNECTED inseparably with the manufacture of paper in Massachusetts, ever since the beginning of the present century, is the name of Crane. In 1801 Zenas Crane established his paper mill in Dalton, and ever since then the different generations of the family have been actively engaged in the manufacture of the product. One branch of this family resides in Westfield, where they operate paper mills, the plant being owned and worked by Robert Bruce Crane and James Arthur Crane, sons of the late James B. Crane, of Dalton, and grandsons of Zenas Crane, under the title of Crane Brothers. The product of their mills has attained an international reputation.

Robert Bruce Crane was born in Dalton, June 4, 1845. He attended a private school in Pittsfield and the Military Academy in Worcester, and later took a course in Williston Seminary at Easthampton, finishing his education with a six months' trip through Europe, in company with his brother, J. Arthur Crane. He has been prominent in the town affairs of Westfield, and was elected to the Massachusetts House of Representatives in 1890 and 1891, serving as chairman of the Committee on Labor.

J. Arthur Crane was born in Dalton, Dec. 24, 1847. He studied in Williston Seminary, and after the brothers returned from their European trip, they at once engaged in the business of paper making, in 1867, at Ballston Springs, N. Y. The following year they purchased the plant in Westfield, and since then have built the business, from the smallest foundation, up to fine proportions. Their main mills are situated on a stream about two miles from the station of the Boston & Albany and the New York, New Haven & Hartford railroads in Westfield, and are connected with the latter railroad by a spur track, which they own, while the smaller mill is about a mile above on the same stream. The mills are all built of brick in the most substantial manner, and power is supplied from the river, with a supplementary force provided for by Corliss engines. The chief product of the company is a linen paper, and the watermarks on Crane's "Linen Record," "Japanese Linen," and "Warranted All Linen" are familiar throughout the country. The success of this paper is due to the extraordinary care taken even in the smallest details of its manufacture. One of the chief elements in the success of this grade of paper is the use of very pure water, brought in six-inch pipes from the mountains at the rate of five hundred gallons per minute. Another reason for the excellence of the paper is that the rags for making the paper are all cut by hand, because, being of a better grade than ordinary rags, they cannot be well cut by machine, as by the latter process it would be impossible to obtain the required fibre. This same attention to detail characterizes every branch of the business, and to it can be traced the success of Crane Brothers' paper.

In 1876 they obtained the highest award for record paper at the Centennial Exhibition, while two years later they obtained the highest award at Berlin and the grand prize gold medal at Paris. In 1880 the Melbourne Exposition awarded them a gold medal, and the New Orleans Exposition gave them a grand prize gold medal in 1885. A medal of superiority was received from the American Institute, New York, in 1889, and a silver medal from the Mechanics' Fair in Boston in 1890.

Aside from the manufacture of paper, the mills have a product, known as "linenoid," from which are made a variety of seamless articles, including mill and warehouse baskets, boats and canoes, trunks, bath tubs, caskets, cylinders, poll triangles, etc.

J. Arthur Crane has charge of the mills, while R. B. Crane devotes much of his time to their stock farm of some six hundred acres, which is known as the Wolf Pit Stock Farm, and which is largely devoted to the raising of fine horses. The most important stallion on the farm is the celebrated Chronos, with a record of 2.12½, who made such a fine showing on the circuit last year.

J. Arthur Crane was married Jan. 17, 1883, to Clara B. Kittredge, daughter of Hon. Charles J. Kittredge, of Hinsdale, Mass., and they have two children. The initial letter with which this sketch begins is Crane Brothers' trade-mark.

JOHN RICHARD REED was born March 25, 1832, his father being Rev. Augustus Reed, the Congregational pastor in Ware, Mass., who died in 1838. Mrs. Reed removed to Westfield with her children, where they were educated. In 1849 she migrated to Fall River, where her son John spent a few months as clerk in a store. He was soon attracted by the life of a sailor, and at the age of twenty shipped in the forecastle, spending the next three and one-half years in the Northern Pacific and Arctic oceans. While voyaging he was strongly tempted to seek his fortune in New Zealand, but was induced to stay by the ship and returned home in 1855. He soon afterwards visited his brother in Westfield and entered the employ of H. B. Smith & Co. This company was founded in 1853 by Henry B. and Edwin Smith, brothers, the plant being a small one engaged in the manufacture of iron fences, principally. This business was continued for about seven years until they became interested in and commenced the manufacture of Gold's steam and water heaters, the invention of Samuel Gold, of Englewood, N. J., and William A. Foskett, of Meriden, Conn. The company began the following year the sale and building of the first combined steam and water heating apparatus for warming residences and the smaller class of buildings. At this time the company was melting three tons of iron daily, which was put into these boilers and radiators. Mr. Reed became connected with the company in 1859, and much of the earlier success of the Smith brothers was due to his untiring zeal. Their efforts were so successful that in 1863 they had to erect a larger cupola to accommodate the output, which had increased to eight or ten tons per day. The business continued under these favorable conditions from 1872 to 1878, when there was a depression in this as in many other branches of industry. In consequence of this state of things it was found desirable to reorganize the firm, whereby the capital was increased and the responsibility divided and limited. Upon the reorganization of the firm, John R. Reed became the president and general manager, Andrew Mercer vice-president, and Philip C. Smith, treasurer. At this time, the demand for a better direct radiator becoming clearly outlined, Mr. Reed's inventive mind solved the problem, and the Reed radiator, which was brought out in 1879, was the result. Later the celebrated "Union" steam and water radiator was invented. The success of these inventions caused a further increase in the plant, and a commodious foundry with a daily output of six thousand feet of radiators and employing five hundred people, was erected on the north side of Westfield River. Mr. Reed was married to Julia Priscilla Breckenridge, of Ware, Mass., May 8, 1861, and by her had four children. She died; and on Jan. 9, 1876, he married Martha Huntington Dudman, of Yarmouth, N. S. They have two children. To the inventive genius of Mr. Reed, no less than to his business ability, is due his high standing among the manufacturers of Western Massachusetts.

JOHN R. REED.

# NORTH ADAMS

A NEW ENGLAND town of 18,000 people, enterprising and progressive, having at its threshold the largest and most famous railroad tunnel in the country, and for which the town's citizens worked zealously for years under innumerable discouraging circumstances: with scenery that is not surpassed in the United States; with two of the largest print works in the country, with employees numbering thousands; with nearly a half dozen shoe factories, employing hundreds of hands, with pay-rolls amounting to many thousand dollars monthly; with cotton and woollen factories that employ hundreds more; with a fine foundry and numerous other diversified industries,— all these and many other things make North Adams a pleasant place for a home and a good place to do business in.

The growth of the town has been steady, and bids fair to continue. Aside from the main village are two smaller villages,—Blackinton and Greylock. The water supply is pure, as, indeed, it must of necessity be in the Berkshire Hills, and ample for protection against fire. The town is supplied with both gas and electric lights, and a street railway, with electricity as a motive power, connects North Adams and Adams, and is likely in the near future to connect the town with Williamstown, the location of Williams College, one of the best of Massachusetts institutions of learning.

The town has as good public schools as the State affords, and money is contributed liberally by the taxpayers that the high state of efficiency may be maintained. The churches are the Congregational, Rev. J. P. Coyle, pastor; the Methodist Episcopal, Rev. William W. Foster, Jr., pastor; the Baptist, now without a settled pastor, Rev. F. H. Rowley having lately resigned the pastorate to accept a charge in Chicago; St. John's Episcopalian, Rev. John C. Tebbets, rector; the Universalist, Rev. A. B. Church, pastor; St. Francis, Roman Catholic, Rev. Charles E. Burke, pastor; Notre Dame of the Sacred Heart, Rev. L. Leduc, pastor. Without exception, all these organizations have fine edifices, and the services are largely attended. From the Congregational Church have gone such widely known and eloquent speakers as Rev. Washington Gladden and Rev. Dr. Munger.

The secret and other organizations are strong in numbers and fraternal in their work. Of the Masonic fraternity there are St. Paul Commandery, Knights Templar; Composite Chapter, Royal Arch Masons; and two Blue lodges, Lafayette and Greylock, and Naomi Chapter, Order of the Eastern Star, all strong and compact organizations. The Odd Fellows have these organizations: Oneco Lodge, Wells Encampment, Canton Colfax and Oneco Mutual Relief Association. The Knights of Honor, Improved Order of Red Men, Royal Arcanum, Knights of Pythias, Ancient Order of Hibernians, British American Association, Father Mathew Total Abstinence Society, the Father Mathew Ladies' Aid Society, the Ancient Order of United Workmen, the Robert Emmet Association, the St. Jean Baptiste Society and the Young Men's Christian Association all have large memberships and are flourishing organizations. For purely social organizations or clubs there are the North Adams, the Club Brunswick, the Washington, the Franco-American, the Pastime Athletic Club and the Lime Kiln Club. The town has a fine hospital, owning its own grounds and building, an excellent public library, a capable fire department, and in the town are the grounds and half-mile track of the Hoosac Valley Agricultural Society. All of these things tend to make North Adams what it is,—a happy, prosperous community.

AN interesting and picturesque figure in the history of North Adams is Judge James T. Robinson. In the legal profession he has won success and distinction. In politics he has received honors which demonstrate his secure place in the popular regard. In journalism his striking abilities have been devoted to a useful purpose in the discussion of the great questions of the day and the moulding of public opinion. It is not often that rôles requiring such distinct orders of talent are found combined in so eminent a degree in one person. Judge Robinson was born in Adams, Berkshire County, Mass., Sept. 6, 1822. At the age of fifteen he moved to North Adams, where he has since made his home. His earlier education was obtained in the public school and academy, with a few terms spent at Shelburne Falls, Worthington and Bennington, Vt. In 1844 he was graduated at Williams College. He read law in the office of his father, Thomas Robinson, an able lawyer. Later he was in partnership with his father. His subsequent career confirmed the wisdom of his choice of a calling. He easily mastered great legal principles, while his remarkable memory enabled him to treasure up for immediate use such facts as are indispensable in so exacting a profession. He became a powerful advocate. Nature gave him great gifts: a striking presence, a melodious voice, an effective action, a command of language equal to every demand, and charged with the most attractive graces and ability to reason along severe logical lines. All these gifts and forces have gained for Mr. Robinson a foremost place, whether in the court room or on the political rostrum. In early life he was a Whig, but in 1848 he joined the Free-soil movement, and later went into the Republican organization. In his loyalty to this party, he has never swerved. Twice he has been elected to the Massachusetts State Senate. It was during his last term in the Senate, in 1859, that he was appointed judge of probate for Berkshire County. He has held that position ever since. He was secretary of the famous constitutional convention of Massachusetts in 1853, and was also a delegate-at-large to the Republican National Convention in 1860, which nominated Abraham Lincoln for president. In 1866 Judge Robinson purchased the North Adams *Transcript*, one of the best weekly papers in New England and he is still its editor and senior proprietor. The editorial department, especially, has a high standing among journals. It is instructive in that sense in which history, experience, knowledge, illustration and cogent reasoning appeal to the best sense of the reader. On all political subjects the editor is enabled to pour from his extensive knowledge such information, and to clothe his thoughts in such excellent language, as to arrest public attention. The North Adams *Transcript*, under Judge Robinson's management, has been a most potent factor in moulding the public opinion of Western Massachusetts. Despite his age, Judge Robinson is still active and in the enjoyment of unimpaired mental and physical strength, which promises to last many years more.

JAMES T. ROBINSON.

ASHLEY B. WRIGHT, of North Adams, congressman elect, was born in Hinsdale, Mass., in 1841, and is the son of Charles Wright, who was one of the pioneers of the Republican party in Massachusetts. Hon. Ashley B. Wright's early years were spent in Hinsdale, and he was educated in the public schools of that town, and in Professor Lincoln's Academy. He went to North Adams when he was twenty years old, and became chief deputy internal revenue collector, under Collector Tinker. He had charge of the tenth district, comprising Hampshire and Berkshire counties, and also of the home office in North Adams from its organization to the close of the war. At that time the internal revenue taxes were very heavy, and hundreds of thousands of dollars were collected, Mr. Wright performing the duties of his office with conscientious care. After the close of the war he became a merchant in North Adams, and has continued in business ever since. In North Adams Mr. Wright served for several years as town clerk. He was afterwards chosen selectman, and for four years was chairman of the board. In politics Mr. Wright has always been a Republican. He was one of the county commissioners of Berkshire County for three years, and chairman of the board for one year. In this capacity he rendered valuable services to the county, and was regarded as one of the most efficient commissioners Berkshire ever had. In 1889 Mr. Wright was chosen a member of the Executive Council from the Eighth Massachusetts District, and was re-elected the following year. In that body Mr. Wright served on the committees on Pardons, Finance, Military and Charitable Institutions. In September, 1892, Mr. Wright was nominated for Congress by acclamation by the First Massachusetts District Republican Convention. After a discussion in the public prints lasting for several weeks, the sentiment of the party finally crystallized on Mr. Wright as its strongest candidate. Such proved to be the case, for at the polls in November he was elected, defeating Congressman John Crawford Crosby, the strongest and most popular Democrat in Western Massachusetts, who had made an excellent record at Washington in the Fifty-second Congress. Aside from his political offices, Mr. Wright has held many positions of trust in the commercial and financial world. He is a director in the Adams National Bank of North Adams, and a member of the Investment Committee of the North Adams Savings Bank. He is liked by every one, is philanthropic, and has probably assisted as many poor people with his means and kind words as any man now living in North Adams. His friends look forward to a successful congressional career for him. Mr. Wright's long experience in public affairs, joined with his business ability, and his thorough acquaintance with the needs of his congressional district, will make him a most useful representative at Washington, and a worthy member of the Massachusetts delegation, which has ever maintained a high reputation and strongly influenced national legislation.

ASHLEY B. WRIGHT.

ALBERT C. HOUGHTON, president of the Arnold Print Works of North Adams, is a native of Stamford, Vt., and is about forty-five years of age. His business career has been one of great success and is due to his masterful abilities. Starting in life with no other capital than his hand and brain, he has triumphed over obstacles which would have defeated most men, and to-day occupies a leading position among the business men of Massachusetts. He is a trustee of Williams College, State director of the Fitchburg Railroad, president of the North Adams Savings Bank, vice-president of the Adams National Bank, director in the Berkshire Life Insurance Company, and was, by Governor Brackett, appointed a World's Fair commissioner, but this position he subsequently resigned. His special prominence is as president and principal owner of the Arnold Print Works and its four tributary cotton mills, consisting of commodious brick buildings covering over fifteen acres of ground, furnishing employment to over two thousand people and having a yearly pay-roll of over eight hundred thousand dollars, being one of the largest concerns under single control in Massachusetts. The Arnold Print Works is the leading establishment of its kind in the United States for variety and excellence of its production; it is not surpassed in facilities or organization by any rival in Europe. One pleasing thing to Mr. Houghton is that no employee in the concern with which he is connected has ever engaged in any strike. A committee appointed by the Knights of Labor reported his mill paying the highest wages of any like concern under their jurisdiction. His business acquaintance is very large and influential, and his standing among bankers and in financial circles in New York City and Boston is the very best. Though never in public office he has been from early years an extremely interested member of the Democratic party, and since his going to North Adams has done more than any other man to develop the growing Democratic strength there, which now nearly equals that of the Republicans, in what was, until recent years, the banner Republican town of Berkshire County. He gives liberally of his time and money in political campaigns, and Governor Russell has had no more potent aid in Western Massachusetts than that contributed by him. In recognition of Mr. Houghton's valuable political work, and his extended and influential acquaintance with public men, the State Convention of the Democratic party chose him as delegate to the National Convention to Chicago in 1892. Mr. Houghton was an earnest supporter of Mr. Cleveland's nomination from beginning to end, and he is a manufacturer who has a firm belief in Mr. Cleveland's policy of tariff reform. Mr. Houghton is also president of the Young Men's Democratic Club of North Adams, and under his leadership it promises to become one of the most active political organizations in Berkshire County. He is firm in his friendships, and there are many young men who owe their present independent position to his kindly interest and aid.

ALBERT C. HOUGHTON.

FRANK STONE RICHARDSON, one of the most successful business men of his native town, was born in North Adams, Oct. 18, 1856, and is consequently in his thirty-seventh year. Mr. Richardson is the son of the late Amasa W. Richardson, one of the pioneer manufacturers of Berkshire County, and Esther Cone, of Albany, N. Y. It is fitting that a few words should be said of Mr. Amasa W. Richardson, for he was one of the notable men of Northern Berkshire. Early in life he successfully established a large dry goods business. In 1848, with Wells, White & Co., he purchased the James E. Marshall property, including the old Phœnix Cotton Mill, the Stone Mill on River Street, and the Union Print Works, located where the Windsor Print Works now stand. The company was very successful. Later on he was a successful paper manufacturer at Adams. He was for a time president of the old National Bank of Adams, and assistant treasurer of the Troy & Greenfield Railroad Company. His business career, like that of his son, was closely identified with the business growth of North Adams, and he contributed much toward the industrial development of the western part of the Commonwealth. Mr. Frank Stone Richardson was educated in the public schools of North Adams, and was graduated from the old Drury High School in the class of 1875. Since the year 1878, Mr. Richardson has been the treasurer and manager of the North Adams Gas Light Company. It operates the business of electric lighting and for its size is one of the most prosperous companies in New England, doing a very large business for its capital. Mr. Richardson was clerk and treasurer of the North Adams fire district from 1883 to 1891, during the time of the large and important increase of the district's water supply from artesian wells and the Broad Brook system. In this capacity he was enabled to render the town much valuable service. Mr. Richardson was treasurer and manager of the United Zylonite Company from 1887 until the purchase of the zylonite works by the Celluloid Company, something less than two years ago. The transactions of the Zylonite Company amounted to several million dollars, and in the management of the affairs of the company Mr. Richardson showed marked ability and skill. In politics Mr. Richardson has always been an earnest and zealous Republican and is always ready to contribute in every legitimate way for the success of his party. He has never sought public office, the many demands of his business keeping him fully occupied. Mr. Richardson enlisted in the State Militia in 1878, and for four years was in the service. He held commissions as second and first lieutenant, and at the time of his resignation in 1882 was the captain of Company F, Second Regiment of Infantry. Mr. Richardson was married, June 4, 1890, to Mrs. Alice Rudderow Bonnell, of Jersey City, N. J. They have no children. It is no exaggeration to say that Mr. Richardson is one of the most likable and popular men in his native town, to which he has rendered so many services.

FRANK S. RICHARDSON.

N. L. MILLARD, one of the successful shoe manufacturers of North Adams, and long identified with its interests, was born in Stamford, Vt., where amid farm life his boyhood was passed. He was early disposed to leave the farm and enter upon more active pursuits, and began business life at North Adams in 1861, entering the employ of Ingalls, Tyler & Co., woollen manufacturers, as book-keeper, with whom he remained eight years. Mr. Millard comes from a sturdy, independent Vermont family, and his ambition was satisfied with nothing short of a business career on his own account. Accordingly, in 1869, having formed a partnership with his brother, E. R. Millard, who had been successful as a stock grower in the West, they, under the firm name of E. R. & N. L. Millard, and without any previous experience in this line whatever, began the manufacture of shoes. This industry had long had a foothold in the town, and they were attracted to it by the success and growth with which it had been attended. They purchased of C. T. Sampson his old factory on Eagle Street, next to the river, and began in a small way, soon making one hundred and twenty pairs per day. With this small beginning the business steadily increased till after three years the demands upon them necessitated a product of nine hundred pairs daily. In 1874 Mr. Millard withdrew from the firm, selling his interest to his brother; but he was not long out of the business of shoe manufacturing, as in 1875, by the purchase of the interest of H. S. Millard, of the firm of Millard & Whitman, the firm of Whitman & Millard was formed. This firm continued seven years, when, in 1882, Mr. Millard, through the the purchase of his partner's interest, became sole owner. Meantime, through the influence of growing competition, the methods of conducting the business of shoe manufacturing were changing and adjusting themselves to new conditions. Mr. Millard was quick to discern the shifting conditions of business and the demands of competition, and took an aggressive policy in the complete overhauling of lasts, dies and patterns, resulting in the production of good-style, medium and cheap goods which have met with a ready sale. In the exercise of this policy his business grew so that two additions have been made to the original plant. To-day, with a floor space of more than thirty thousand square feet and with an equipment of the best and most modern machinery, Mr. Millard has facilities for the production of three thousand pairs daily. These goods are sold through his Boston office at No. 96 Summer Street to the wholesale trade only, his customers being found in nearly every large city in the Union. In November, 1892, Mr. Millard associated with him his nephew, Charles K. Millard, who for several years had filled an important place in the business, and the firm name is now N. L. Millard & Co. The future policy of this house will be to employ only the best workmen, to whom the highest wages will be paid, thereby insuring the best quality of labor and uniformity of product.

N. L. MILLARD.

S. PROCTOR THAYER was born in North Adams, July 1, 1853. He was educated at the Drury High School in North Adams and at Williams College, where he was graduated with honor in the summer of 1873. While in college he was one of the editors of the *Williams Review*, a college paper, and was the chairman of the committee of arrangements for class day. After graduation he engaged in teaching as assistant in the high school in North Adams and as principal of the high school in Cheshire, Mass. Afterwards, in 1874, he went to Boston, and studied law in the office of Alfred Hemenway and James P. Farley, Jr., in Barristers' Hall on Court Square, Boston, and entered the law school of Boston University, where he graduated in 1876. In May of the same year he applied for admission to the bar of the Supreme Court for Suffolk County, and after examination his petition was granted. He returned to North Adams after his admission to the bar, and since that time he has been engaged in practising law with his father, Hon. Shepherd Thayer, under the style of S. Thayer & Son. After his return to North Adams he was elected a member of the School Committee of that town, which office he held for fifteen years successively. During that time he was very active in all matters pertaining to school work, and many improvements in the educational system and school buildings of North Adams were suggested and carried through by him. Upon the separation of the town of North Adams from the old town of Adams he issued his warrant for the first town meeting of the new town of North Adams, and he has been prominent in all public matters connected with the town since he became of age. He was a member of the original committee that established the public library, and the arrangement and classification of its books and the first catalogue were made under his direction. He drafted all the bills which provided for the present water supply of North Adams, and was one of a committee of three which constructed the Broad Brook water supply system, at a cost of over a quarter of a million dollars. He assisted in writing several school-books, some of which are in use to-day, and he has written a short history of Berkshire County and various lectures and articles upon educational and other subjects. He was twice appointed special justice of the District Court of Northern Berkshire, which office he resigned upon his election as member of the Legislature. He was a member of the House of Representatives for the years of 1880 and 1881, and served on the committees on the Hoosac Tunnel and Constitutional Amendments. He was elected senator from the Northern Berkshire District in 1884 and 1885, and served in that body as chairman of the committees on the Hoosac Tunnel, Public Service, Education and Bills in the Third Reading. Mr. Thayer has always been a Republican in politics, and his services have been frequently in request as a stump speaker and as manager of local political campaigns, in which he has been very successful. He is unmarried.

S. PROCTOR THAYER.

JAMES HUNTER was born in the town of Galashiels, Scotland, June 8, 1806. On both his father's and his mother's side he came of good stock. His paternal grandfather was for a long time a prosperous merchant of Leith, so that his father, Andrew Hunter, grew to manhood with the privileges of the genteel families of those days, and married Mary, the daughter of Laird Blaikie, one of the leading citizens of Galashiels. Four sons and one daughter were born to them, but the family fortunes were soon changed by great losses in the East India trade, and the sons, therefore, inherited little except the stock of intelligence and manly independent qualities of character which come of good ancestry. They, however, all received a good education at a private school for boys in Edinburgh, where James Hunter was sent when nine years of age, and remained six years. At the age of fifteen he was apprenticed to Alexander Sanderson to learn the business of woollen manufacturing, and in 1829 he married the daughter of Thomas Walker, who was one of the old manufacturers and a prominent citizen of Galashiels. Great depression overtook the manufacturing interests of Scotland during the early thirties, and Mr. Hunter emigrated with his wife and two children in 1833. For five years he lived in Otsego County, N. Y., working at his trade. In 1838 he went to North Adams, and soon became superintendent of a part of the mill of Brown & Tyler, afterward Brown & Harris. In 1846, with others, he built the first cotton mill at Greylock, and, in 1847, exchanged his share of this mill for the furnace property in North Adams. Though this was a new business to Mr. Hunter, he made it successful by patient industry and an intelligent study of its natural development, and the present large and prosperous business of the James Hunter Machine Company, of which James E. Hunter, the oldest son, is at the head, has been the outgrowth of these small beginnings. Mr. Hunter, as an employee, always gave more than was expected of him. He once said: "I am happy to think that no human being ever lost a dollar by me," and then added, "or a moment's work when I was employed by others." He was the true and kind friend of his employees, the confidential adviser and helper of many, and just, generous and devoted to the interests of his patrons. He was the consistent advocate of temperance, education and religion, intelligent as to public questions and loyal to American institutions, but ever retaining an ardent love for the land of his birth. He was for several years president of the Berkshire National Bank. At the time of his death, in 1891, he had been senior deacon of the Congregational church for a long term of years. Mr. Hunter's persevering industry, his courage in overcoming difficulties, his strictness of life and stern honesty, his intelligent methods of meeting the demands of business, make him a typical adopted son of America; but more than that, his pleasing and cheerful manners, his personality, which stood for all that is best and purest in character, and his life of gentle usefulness to others make him a fitting example for emulation to the young.

JAMES HUNTER.

GILBERT L. JEWETT, a member of the Massachusetts Legislature and a representative workingman of North Adams, was born in South Deerfield, Mass., Dec. 22, 1839, and is a son of James M. and Sophrona Jewett. He is one of a large family of children, and, like thousands of New England boys, in his youth attended the district school in winter and worked manfully in the summer. Later on he attended the Dickinson Academy at Deerfield. The success which he has attained in life has been the reward of his own efforts. With the exception of his army service, Mr. Jewett was by calling a fairly prosperous farmer in South Deerfield until the year 1885, when he moved to North Adams. Since that time he has been a shoe cutter, and can fairly claim to be one of the representative working men of that prosperous town, intelligent, industrious and frugal. Mr. Jewett's war record is not unlike that of thousands of others. He was a brave and honorable soldier, and the record is pleasing to him, his friends and acquaintances. He enlisted Feb. 9, 1864, and joined the regiment to which he was assigned, the Twenty-first Massachusetts Infantry, at Annapolis, Md. While a member of the regiment Mr. Jewett participated in nine engagements, and was taken a prisoner near the Weldon Railroad, Aug. 19, 1864. He was confined at first in Libby Prison, then at Belle Isle, and being very ill had the good fortune to be taken to a hospital at Richmond, Va. He was finally exchanged and went to Annapolis. While a prisoner, the Twenty-first Regiment had been consolidated with the Thirty-sixth, and Mr. Jewett joined that regiment. He served honorably and with great credit. Mr. Jewett is a member of Charles D. Sanford Post, Grand Army of the Republic, of North Adams, and has been its commander, and held other positions of responsibility in the order. He has ever been ready to do his share of the work of that organization, and to contribute his share to the charity fund. In politics Mr. Jewett is an earnest and loyal Republican. In 1891 he was the candidate of his party for State representative in the First Berkshire District, and was handsomely elected. He did excellent service on the Military Committee in the House, and he was honored with an appointment by Speaker Barrett, as a member of the Legislative Committee to represent the State of Massachusetts at the opening and dedicatory exercises of the World's Columbian Exposition at Chicago, in October, 1892. At the State election in November, 1892, Mr. Jewett was again elected to the lower branch of the State Legislature. His constituents were certainly well pleased with the record which he had made the first year in that body, for at his second election he received one thousand eight hundred and forty-five votes to one thousand two hundred and ninety-four in 1891. He enjoys a widespread popularity among his fellow-members of the Legislature, regardless of party. Mr. Jewett was married, March 4, 1861, to Miss Arvilla C. Wood. Their only child is an adopted daughter, Lilly M., who is nine years old.

GILBERT L. JEWETT.

JOHN BRACEWELL was born, June 18, 1837, in Clitheroe, England. His father, Miles Bracewell, from his early boyhood had been engaged in printing calico, and at the time of his death was the senior partner and principal owner of two print works — one at Oakenshaw, Lancashire, and another at Kersal Vale, near Manchester, England. When eighteen years of age Mr. Bracewell had established such a reputation that he received the offer of a position as assistant manager in the Merrimack Print Works, Lowell, Mass., and remained there five years and a half, winning for himself a distinguished reputation. Certainly, it argues some unusual qualities in his work while there, some extraordinary gifts and capacities in his nature, that could have led the Cocheco Manufacturing Company of Dover, N. H., to call this young man of twenty-three years of age to its most responsible position,— that of manager of its print works. Soon after entering upon his new duties Mr. Bracewell took advantage of the suspension of work in the manufactory, made necessary at that period of the Civil War, to enlarge his scientific knowledge by attending lectures on chemistry at Harvard College. He studied with great thoroughness this science during a five months' course, and at the same time directed the many repairs and changes which were being made in the print works at Dover. With the beginning of the year 1861 Mr. Bracewell took up his residence in Dover. The remarkable enterprise and judgment of the new manager made themselves at once felt. For just twenty years he continued in his position These years witnessed a series of brilliant successes. He showed himself to be a genius in his profession. To his originating, creative mind he joins an unusual power of adapting to his own uses suggestions coming from whatever source. By his sheer abilities, his indomitable energy, his quickness of insight, his tireless perseverance and his perfect command of the minute details of every branch of his work, he soon lifted the Cocheco goods to the very head of their class, and held them there to the last day of his service. During his residence in Dover he endeared himself to all classes of people by his large-hearted liberality, his great geniality and his keen personal interest in whatever affected the welfare of the city or the condition of every individual in it. Though born and educated an Englishman, he early became an ardent, patriotic American citizen. In January, 1881, Mr. Bracewell removed to North Adams, and purchased a third interest in the Freeman Manufacturing Company of that place. The same success which was acquired in Dover has followed his abilities into the great business which he represents at North Adams. The Windsor calicoes, and other products of the Freeman Manufacturing Company, already stand in the market among the foremost of their class. Mr. Bracewell served on Gov. Prescott's staff, with the rank of colonel. He has been a member of the Republican State Committee. Dartmouth College conferred on him the degree of M. A. in 1877.

JOHN BRACEWELL.

H. TORRIE CADY, of North Adams, is one of the live, energetic manufacturers of the town. He was born in North Adams, Jan. 17, 1844, and is in the prime of life, with his best years for work and development before him. His parents were Alanson and Jane A. Cady, and both were of vigorous New England stock. The father at one time was a large land-owner, and in the earlier years of the town contributed materially to its growth. Mr. Cady was educated in the excellent schools of the town, and was graduated at "Old Drury" Academy. In the early days of the War of the Rebellion, Mr. Cady enlisted in Colonel Morrison's famous Black Horse Cavalry of New York, but was discharged on account of his youthful years. He has been urged to become a member of Sanford Post, Grand Army of the Republic, but has always declined, never desiring to claim more than is justly his due. The veterans, however, know Mr. Cady as one of their warm friends, who is always ready to assist them in the their work or charities. In 1866, when he was only twenty-two years old, Mr. Cady began in a small way as a shoe manufacturer. From that day to the present his business has grown steadily and prospered. There have been changes and partners and able lieutenants, but the growth has been steady, until to-day Mr. Cady gives employment to two hundred and seventy-five hands; his yearly pay-roll amounts to $110,000, and the annual output from his factory is five hundred thousand pairs of shoes. Mr. Cady's shrewdness and tact have been illustrated in his dealings with his employees. He has had no so-called labor troubles, and that is due to his good judgment. Like all other manufacturers, Mr. Cady desires a successful and remunerative business; he knows that a liberal spirit, a desire to treat his employees fairly and generously in wages and hours of labor has a tendency to cause them to work for his interest. In other words, they realize that prosperity for their employer means increased wages and comfort for themselves. Mr. Cady in politics is a Republican, and he has been an earnest worker for the success of his party, In 1889 he was elected a member of the Massachusetts House of Representatives, receiving a very handsome vote, and the following year he was elected a member of the State Senate, defeating the strongest candidate that the Democrats could name. While a member of the House he served on the joint standing committees on Banks and Banking and Federal Relations. When a senator he served on the committees on Manufactories, Roads and Bridges. He declined to accept a renomination as a senator, although sure of an election. He is vice-president of the Berkshire National Bank and one of the directors; he is also a trustee of the North Adams Savings Bank, and president and one of the directors of the North Adams Gas and Electric Light Company. Mr. Cady was married to Miss Harriett E. Cook, of Cheshire, Mass., June 14, 1868. They have one daughter. He was a delegate-at-large to the Republican National Convention of Minneapolis, and was a strong supporter of President Harrison's candidacy.

H. TORRIE CADY.

AMONG the many able young business men of Western Massachusetts there is none who is better known than William Arthur Gallup, treasurer and clerk of the Arnold Print Works of North Adams. He was born Oct. 28, 1851, and is the son of William W. and Eugenia O. Gallup. He was educated in the public schools of North Adams, and while still a youth obtained a practical business training in the store of his father, who was one of the leading merchants of the town. After several years' experience obtained in this way he entered the store of Briggs & Boland, who were merchant tailors, and after working there for a time he entered the Adams National Bank as a clerk in 1869. He remained there for a year, and in 1870 entered the employment of Harvey Arnold & Co., calico printers, as an office boy. The training he had received in his father's store and the experience gained in his connection with other establishments, stood him in good stead, and his promotion was steady in his new place. The print works were destroyed by fire in 1872 and were rebuilt in 1873, and through all the vicissitudes of the concern he retained his connection therewith until 1876, when the corporation of the Arnold Print Works was organized, and Mr. Gallup as one of the charter members was elected clerk and director. The same year he also entered into partnership with Edwin Barnard in the clothing business, and this connection was continued until 1881, when he withdrew from the firm to concentrate his attention on the large and growing manufacturing interests with which he was concerned. In 1877 Mr. Gallup purchased his father's interest in the cotton manufacturing firm of Gallup, Houghton & Smith, who operated the Beaver Mill, and in 1878 Messrs. Gallup and Houghton bought out Mr. Smith, and the copartnership then formed continues to-day. In 1883 Mr. Gallup was made treasurer of the Arnold Print Works, and still holds that position. He was also treasurer of the North Pownal and Williamstown Manufacturing companies from 1877 to 1882, and is still a director of those concerns. Mr. Gallup has never held political office, although his opinions are pronounced, and as an independent Cleveland Democrat he holds an influential position in his party. He has been identified with St. John's Episcopal Church of North Adams for many years, and for fifteen years has been a vestryman of the parish. He is a liberal supporter of the church, but his benefactions have not been limited to the ecclesiastical organization with which he is connected. A large and well-appointed addition which was made in 1892 to the North Adams Hospital was his gift as a memorial to his wife, who died Oct. 31, 1889. The business abilities of Mr. Gallup have placed him in a commanding position among the business men of Western Massachusetts. His high character and steadfast integrity have won for him the respect of the community in which he dwells. Mr. Gallup's future business career promises to be one of still greater benefit to the town and State, of which he is a valued and thoroughly representative citizen.

WILLIAM A. GALLUP.

A BEAUTIFUL New England town, with a population of 10,000; with the best of schools, churches and libraries; with diversified industries giving employment to the people; situated in a beautiful valley, which is surrounded almost on every hand by rugged hillsides, the famous Berkshire Hills, with Greylock towering over all, — such, in brief, is the town of Adams as it exists to-day. This is a different picture from that of the wilderness. The valley of the "Hoosuck" it was then called. Captain Thomas Wells petitioned for a survey and opening for settlement, and Captain Ephraim Williams, from whom Williamstown takes its name, was made the chairman of a commission to lay out the towns. That was in 1738. Two years later three townships were mapped out. East Hoosuck was one of the three, and that constituted what is now Adams and North Adams. Oct. 15, 1778, a special act of the Legislature permitted the changing of the name of the plantation of East Hoosuck to Adams, a name given in honor of Samuel Adams, the illustrious leader of the Revolution, one of the signers of the Declaration of Independence, and afterwards governor of Massachusetts.

Cotton manufacturing has been one of the principal industries of the town since 1810, when the first cotton mill was erected in the north part of the town by Benjamin Sibley, Captain Jeremiah Colgrove and others, and it would be interesting, if space permitted, to trace the growth of that great industry down to the present, and compare the little, almost insignificant, mills of that time with the magnificent mills of to-day, the superb factories of the Berkshire and Renfew companies, hardly surpassed in the world, and equipped with the best machinery that mechanical skill can produce. It is worthy of note that the first factory in Adams proper was the old Plunkett Mill, there being only a grist mill preceding it. From that time to the present the name of Plunkett has been an honored one in the manufacturing industries of Berkshire.

In 1877 the town of Adams had grown too large and unwieldy, and by legislative act it was divided into Adams and North Adams, and the prosperous daughter is now sturdy and strong, with a population of nearly if not quite eighteen thousand.

The present business community of Adams is exceedingly enterprising and active. In the last ten years the vast output of its manufactories has doubled in value, and the town has increased in population proportionally. Among the manufacturing concerns are the Berkshire Cotton Manufacturing Company, which manufactures sateens and lawns, the Renfrew Manufacturing Company, which makes fine ginghams, the L. L. Brown Paper Company, which turns out some of the best ledger paper that is made in the world; then there are the cotton warp factories of W. C. Plunkett & Sons and Adams Brothers & Co., and the large lime-kilns of L. J. Follett & Sons, whose lime is sent all over the country, and numerous smaller industries. There are seven churches in town: the Baptist, Congregational, Episcopal, Methodist, two Roman Catholic, St. Charles and Notre Dame, and Universalist.

The scenery of the town is very beautiful, the Hoosac Mountain on the east commanding a view of the Deerfield and Hoosac valleys, while in the northwestern part of the town is Greylock Mountain, the highest point in the State. The mountain is converted into a park, and it has been reserved for that purpose by an act of the Legislature. It is surmounted by an iron tower forty feet high, and the view from it is unsurpassed in the county. Below lies the valley of the Hoosac, nearly three thousand feet below; Pittsfield, the county seat, with its beautiful lakes, and many smaller villages, are to be seen in the valleys and on the hills; southwestward the eye sweeps over the top of the Taghconics, away to the Catskills beyond the Hudson. Northwest the peaks of the Adirondacks are visible; in the north the sturdy ridges of the Green Mountains file away in grand outline; on the east Monadnock and Wachusett can be plainly seen, and Tom and Holyoke guard the Connecticut River that flows between them; southward Mount Everett stands at the portal of Berkshire, through which the Housatonic flows, and all this grand circuit is filled with hills, mountains and valleys.

OSCAR A. ARCHER, of North Adams, was born in Livonia, N. Y., Sept. 3, 1829, and is the son of Benjamin and Clarissa Archer. Mr. Archer's father was a native of Vermont, and his mother came from good Massachusetts stock. His early education was obtained in the district schools, and in 1850 he was appointed by the county of Livingston, N. Y., a pupil in the Albany Normal School, from which he was graduated in 1851. Before entering the normal school Mr. Archer worked three years at the harness making trade for his father. He taught school in 1851–52, and later was a teacher for four years in the New York Conference Seminary at Charlotteville, N. Y. Mr. Archer was married, May 24, 1856, to Helen Mary, the eldest daughter of John R. Blackinton, of Blackinton, North Adams, Mass., and in the same year entered the employ of S. Blackinton & Co., woollen manufacturers, as bookkeeper. He remained as bookkeeper and confidential clerk until 1876, when the S. Blackinton Woollen Company was organized as a corporation and he was elected treasurer, an office which he still holds. Mr. Archer has always taken a lively interest in educational methods and has been a member of the North Adams School Board for twenty-five years. He was one of the selectmen of the town for two years. His financial experience has not been limited. He has been a trustee of the Hoosac Savings Bank since its formation, and its president for about ten years and still holds that office. Mr. Archer was instrumental in establishing the Blackinton Free Library in 1869, and has been the librarian since that time. In this capacity he has been enabled to accomplish much good for the intellectual life of the community. He has also been chairman for several years of the Book Committee of the North Adams Library. Mr. Archer has always taken a keen interest in literary, musical and educational matters, and is an amateur florist with the means to gratify his cultivated tastes. In politics Mr. Archer has been a Republican since the formation of that party, and not infrequently during the campaigns his contributions to the party literature are read with interest, and his voice is heard in behalf of the political principles which he supports with so much ability. In religious matters Mr. Archer is an earnest but liberal-minded Baptist, and he is superintendent of the Union Sunday-school in Blackinton. It will be seen from what has been said that Mr. Archer is interested in every good work and is liberal of his means and of his strength in the promotion of whatever tends to the welfare of the community. He has a beautiful home overlooking the Hoosac Valley, opposite old Saddle Mountain, in which, with books, pictures, music and flowers, he finds relief from the exacting cares of business. Aside from the office of selectman, Mr. Archer has never been induced to accept any political honors, his many other duties having kept him fully occupied. Mr. and Mrs. Archer have been blessed with six children, five of whom are living.

OSCAR A. ARCHER.

JAMES C. CHALMERS, of Adams, one of the leading manufacturers of that town, was born in Barrhead, Renfrewshire, Scotland, Sept. 9, 1840. He comes of sturdy family, whose name is a familiar one in Scottish annals, his parents being John and Janet Pollock Chalmers. The subject of this sketch came, with his parents, to America in the year 1849, and settled in the thriving town of Adams. He attended the public schools of that place until he was fourteen years of age. His first experience in business affairs was obtained in the offices of William Pollock, of Adams, and L. Pomeroy's Sons, of Pittsfield, where he was employed for some time. In April, 1857, Mr. Chalmers entered the employ of the Taconic Mills, Pittsfield, and remained with that corporation, doing faithful work, until September, 1862, when he enlisted in the Thirty-seventh Regiment of Massachusetts Volunteers, which did splendid service with the Army of the Potomac. Mr. Chalmers participated in numerous engagements, and was severely wounded in the Battle of the Wilderness, May 6, 1864. In July of the same year Mr. Chalmers received his discharge for disability, holding at that time the rank of first lieutenant. In September, 1864, Mr. Chalmers again entered business life, this time in the office of William Pollock, of Adams, and in May of the following year became a partner in the firm of William Pollock & Co., cotton manufacturers of Adams. On the death of Mr. Pollock, which occurred in 1866, the partnership was dissolved, and in May, 1867, the Renfrew Manufacturing Company was incorporated, with Mr. Chalmers as the first treasurer. At the beginning the corporation had a capital stock of one hundred thousand dollars, which was afterwards increased from time to time until it reached fifteen hundred thousand dollars in 1884, and a magnificent business was built up. For many years the Renfrew Manufacturing Company has been one of the greatest industries of the town, and has won and maintained an enviable reputation in the business world. In February, 1885, Mr. Chalmers resigned the office of treasurer, which he had held for eighteen years, and was elected vice-president of the corporation, which position he still retains. He is in many respects a remarkable business man, strong alike as one of the heads of a great corporation, and in his faithful attention to the details of a large business. In June, 1865, Mr. Chalmers married the eldest daughter of Judge H. J. Bliss, of Adams, and they have no children. While naturally the best work of Mr. Chalmers's active life thus far, aside from his army record, has been given to the corporation with which he is connected, he has still recognized the claim of good citizenship in innumerable ways. For two years he was chairman of the Board of Assessors of Adams, and for ten years has been one of the town auditors. In both of these positions he has performed service of a high order, and his business talents have been of great value to the town. In politics Mr. Chalmers is a Republican.

JAMES C. CHALMERS.

WILLIAM BROWN PLUNKETT was born, April 2, 1850, in the town of Adams, and is the son of William C. and Louisa B. Plunkett. He was educated in the schools of his native town and at the Munro Collegiate Institute at Elbridge, N. Y. When he became of age he entered into partnership in the firm of Plunkett & Wheeler, cotton warp manufacturers, and later another firm was formed to manufacture cotton warp, under the name of W. C. Plunkett & Sons, in which the subject of this sketch was also a partner. In 1879 Mr. Plunkett was chosen manager and treasurer of the Greylock Mills for the manufacture of ginghams at Greylock, North Adams, and under his control the plant has increased from two hundred looms, in 1880, to six hundred looms in 1892. In 1882 the mill at Arnoldsville was bought of Henry Millard, and in 1887 was consolidated with the Greylock plant, under the name of Greylock Mill, No. 2. About five hundred hands are employed at mill No. 1, and about one hundred and twenty-five at mill No. 2. In 1879 W. C. Plunkett & Sons bought the Adams Paper Mill in Adams, removed the machinery for the manufacture of paper, and placed in its stead machinery for the manufacture of cotton goods. This mill was subsequently burned, and next the Berkshire Cotton Manufacturing Company was established in 1889, and Mr. Plunkett was chosen treasurer and manager. The company erected a large mill containing thirty-five thousand spindles, which was completed in 1890, and another mill, containing forty-one thousand spindles, which was completed in 1892. These factories turn out fine sateens and lawns, and are being operated with marked success. In 1884 Mr. Plunkett's father died, and Mr. Plunkett became the senior member of the firm of W. C. Plunkett & Sons, which now consists of William B. Plunkett and his younger brother, Charles. In addition, as has been stated, Mr. Plunkett is the treasurer and manager of the Berkshire Cotton Manufacturing Company, and of the Greylock Mills, and more than one thousand seven hundred people are employed under his direction, while the capital employed is more than one million six hundred thousand dollars. He is also president of the Greylock National Bank of Adams, and a director in the Berkshire Mutual Life Insurance Company of Pittsfield, and in the Berkshire Mutual Fire Insurance Company of Pittsfield, and in several Boston companies. Mr. Plunkett is an earnest and influential member of the Republican party, and in 1892 was a delegate to the National Convention at Minneapolis. Although often requested to accept office at the hands of his fellow-citizens, he has uniformly declined, owing to the demands upon his time of the great business interests in his keeping. Mr. Plunkett is not only a man of great ability, capable of successfully conducting the financial interests in his charge, but he has also a striking personal appearance, being over six feet four inches in height, and possessing the impressive features of a man of marked force and individuality.

WILLIAM B. PLUNKETT.

# JAMES RENFREW, JR.

MANY years ago, when the raw material that is produced in the sunny cotton fields of the South had to be transported to England, manufactured and brought back to supply the American market, busy brains were at work solving the problem of making the same goods within our own domain. In the success that afterwards attended these efforts, the town of Adams has secured and deserved a full share, and it is one of her most successful makers of cotton goods that is the subject of this brief biographical sketch. The Renfrew Gingham Works has a reputation that extends to the four corners of civilization, and to many of the remote places of the earth, on account of the excellence as well as the usefulness of its chief product. James Renfrew, Jr., of Adams, one of the most ingenious, important and substantial of the cotton manufacturers of the United States, was born in Scotland, the land of sterling mechanical genius, in 1840. He attended school in that country, and came to America in 1849, when he was nine years of age. Here he attended the district schools, and later took an academic course. For about five years, after having completed his schooling, Mr. Renfrew was a book-keeper in the employ of the Taconic Mills Company, in Pittsfield; but nearly all his business life has been spent in Adams, where he has practically resided since 1850, in which year he selected that town as his home. Mr. Renfrew first began cotton manufacturing in 1864. A brief sketch of his business career since that time to the present, when he is the treasurer and manager of the great Renfrew Gingham Works, of Adams, a corporation with a capital of $1,200,000, and giving employment to hundreds of hands, would seem to be appropriate in a summary of the active life of Massachusetts of to-day. In 1864 he first became superintendent of William Pollock's warp mill, and later was admitted to partnership in the concern. In 1866, after Mr. Pollock's death, the Renfrew Manufacturing Company was formed, taking Mr. Renfrew's name. He was first appointed agent and manager of the new corporation, and afterwards elected treasurer, the office which, in conjunction with that of manager, he at present holds. In addition to his active duties in connection with the manufacturing company, Mr. Renfrew is president of the First National Bank of Adams, and he is also president of the Holyoke Warp Company, of Holyoke, Mass. In politics Mr. Renfrew is a Republican, but has never held public office, the absorbing cares of business occupying much of his time. His family consists of a wife, daughter and son. In the roll of successful Berkshire manufacturers the name of James Renfrew, Jr., stands among the highest. He has brought to his chosen work those qualities that have made the New England manufactories at the same time the wonder and the admiration of the commercial world. His life has been pre-eminently a useful one, and hundreds of prosperous employees and his standing in the world of commerce attest the qualities of the man.

GREENFIELD, the shire town of Franklin County, is a daughter of Deerfield. Bounded on the north by Bernardston and Lyden, on the west by Shelburne, on the south by Deerfield, and on the east by the Connecticut River and Gill, the town contains about 17½ square miles and 11,325 acres. It is both a progressive and conservative town. The last census shows that it has about 6,500 inhabitants, and these inhabitants justly pride themselves that no town in the State with an equal number of residents surpasses Greenfield in churches, schools, libraries, water supply, sanitary improvements, streets, sidewalks, well-kept lawns, local government, or in enterprising merchants, careful farmers and level-headed manufacturers.

The town also prides itself on its natural beauty. The hills of Shelburne, Colrain, Bernardston, Deerfield and other towns are delightful to look upon, and are picturesque in all seasons. Over one hundred carriage drives lead into or surround the town. The beautiful Green River murmurs through the lovely meadows, and in the northeast part of the town the little stream known as Fall River, creeps among the hills and valley and mingles its waters with those of the noble Connecticut. Just east of the village a ridge of trap rock runs parallel with the Connecticut. This ridge is about two hundred feet higher than the plains at the west on which the main portion of the town is situated, and from this easy rise, at Poet's Seat, where there is an observatory about thirty feet high, or at the Sachem's Head, the southerly point of the ridge, the eyes rest upon as beautiful scenery as can be found anywhere in the State, not even barring the famous Berkshire Hills.

Nine churches adorn Greenfield: the First and Second Congregational, the Third Congregational or Unitarian, the Church of the Holy Trinity (Roman Catholic), St. James Episcopal, Methodist Episcopal, the Baptist, the German Methodist and the German Lutheran.

There is an excellent high school and the grammar, intermediate, primary and district schools are admirably kept up, the town last year expending over $20,000 on education. The Prospect Hill School for young ladies is under the charge of Rev. James C. Parsons, a Unitarian clergyman of high standing.

There are two public libraries, the Greenfield Library Association, with about 9,500 volumes, and the Free Town Library, with about 7,500 volumes.

The town has three national banks, with a capital of $500,000 and a surplus of $160,000 more. The Franklin Savings Institution was incorporated in 1834, and its assets amount to $3,539,676. The Greenfield Savings Bank was incorporated in 1869, and its assets amount to $1,750,000. The Interstate Mortgage and Trust Company has a capital of $100,000.

There are prosperous electric light and gas light companies, with the stock owned almost entirely at home, and before many years they will probably be owned by the town.

Among the numerous and diversified manufacturing industries are two shoe firms that together employ about 350 hands; iron and steel works that give employment to 300 more; silversmithies that employ 150 more, and numerous other smaller manufactories.

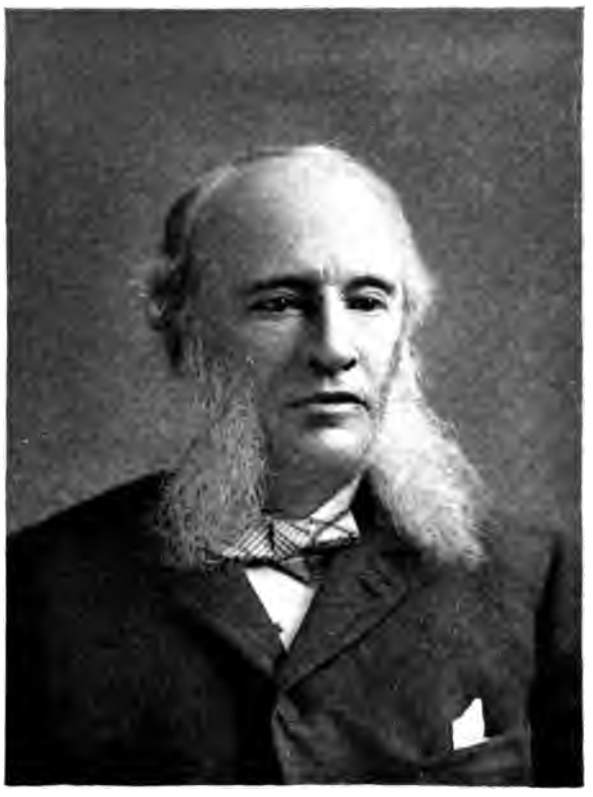
The railroad facilities of Greenfield are much superior to those of most inland towns. The Fitchburg Railroad with two tracks runs east and west, with ten passenger trains in each direction and low rates for shippers. The Connecticut River Railroad has two tracks running south and one running north, and preparations for building the second track north are well under way, and the passenger service in each direction is excellent. The town has several excellent hotels and two very beautiful cemeteries. The jail and house of correction is a fine structure, located about a mile out of the village.

It is only natural that the shire town should be the political centre. All the important county conventions are held in Greenfield. The offices of the judge and register of probate, clerk of courts, register of deeds and county commissioners are in the court house.

NAHUM S. CUTLER, of Greenfield, was born in Vernon, Vt., April 7, 1837, and is therefore in his fifty-sixth year. His father, Zenas, was a native of Wilmington, Vt., and his great-grandfather was one of the first settlers in Guilford, Vt. Mr. N. S. Cutler was educated in the common schools of Bernardston, Mass., and in the Goodale Academy and Powers Institute of the same town. His father at that time owned the Connable farm, and the minority of the subject of this sketch was spent on the farm, except two winters when he taught in the public schools. On coming of age, he began mercantile life by working as a clerk in a retail shoe store in Springfield. This position he held for three years. At this time his brother enlisted in the Forty-sixth Regiment and went to the front, and N. S. Cutler took his interest in the firm of Cutler & Warner, retail boot and shoe dealers. The firm increased their business, and a large wholesale and jobbing trade was established. Later on, Mr. Warner sold his interest, and the firm name became Cutler, McIntosh & Co. For nine years Mr. Cutler remained in the firm and then withdrew for the purpose of establishing a shoe factory at Bernardston. He purchased the Dr. John Brooks place, and the enterprise was successful from the start, and in 1880 he was employing from thirty to sixty-five persons. For the purpose of acquiring better business facilities, in 1880 he decided to remove and locate in Greenfield. He began in Warner's Building on Olive Street, with fifty employees and a product not exceeding one hundred and fifty to two hundred pairs of shoes per day. Mr. Alpheus F. S. Lyons, the superintendent of the factory, was presented with an interest, and later, when more capital was needed, Mr. D. C. G. Field, a former president and manager of the John Russell Cutlery Company, became a partner in the firm. During the past twelve years there has been a steady and rapid growth of the business, until now the firm owns and occupies one of the finest brick shoe factories in Western Massachusetts, employing two hundred and fifty people, and producing from fifteen hundred to eighteen hundred pairs a day. In 1888 Mr. Cutler was elected a member of the Massachusetts House of Representatives, and was re-elected the following year. He served on the committees on Towns and Labor, and rendered, as he always does, thorough and conscientious service to the State. In 1891 Mr. Cutler was elected chairman of the selectmen of Greenfield, and re-elected in 1892. He is also a director in the Franklin County National Bank, and the Greenfield Electric Light Company. Socially, Mr. Cutler is a genial, hospitable gentleman, a great lover of the fine arts especially, and he can be counted upon to aid by voice and purse every movement that tends to the happiness and prosperity of the community in which he lives. He was married, Nov. 24, 1864, to Miss Hattie I. Hoyt, a charming lady. They have one son, Henry H. Cutler, and one daughter, who is now Mrs. Harry W. Kellogg.

NAHUM S. CUTLER.

JAMES SEYMOUR GRINNELL, of Greenfield, the son of the late Hon. George Grinnell, comes from good stock and has honored the family name by good work in other lines besides his profession. Born in Greenfield, July 24, 1821, Mr. Grinnell is consequently in his seventy-second year, but notwithstanding this fact is as active as men twenty years younger, and his acquaintance in the county, State and nation is probably wider than that of any other native of his county. Graduated at Amherst College in 1842, he studied law in the office of Grinnell & Aiken and at the Harvard Law School. He was admitted to the bar in 1846 and opened an office in Greenfield, and also had an office in Orange. He soon had a valuable office practice and became prominent in many court and jury cases. A keen student all his life of agricultural problems he has been not merely a theoretical but a practical farmer and an authority on crops as well as law. In 1861 Governor Andrew commissioned him major of the "Old Tenth" Regiment, but family and civil duties prevented his going to the front. In 1862 he removed to Washington, D. C., having been appointed chief clerk of the Agricultural Department, for which position his previous studies, experience and natural tastes had well fitted him. Here he remained three years and then became chief clerk of the Patent Office. This place he held ten years, and probably this office was never more ably filled. In 1876 Mr. Grinnell was one of the judges of agricultural implements and machinery at the Centennial, and at the close of his labors there returned to Greenfield to devote himself to his aged parents. His father died the following year, and Mr. Grinnell then became the representative of a family which has been honored and respected for so many years. In 1882 Mr. Grinnell was elected State senator as a Democrat in a county that is strongly Republican, and his party has since honored him and itself by nominating him for Congress, for lieutenant-governor and for treasurer and receiver-general. President Cleveland likewise recognized the sterling merits of Mr. Grinnell and appointed him one of the visitors to the National Naval Academy at Annapolis, Md., the only office which Mr. Grinnell would accept from the administration. Mr. Grinnell has been one of the trustees and vice-president of the Massachusetts Agricultural College for twelve years, and many years a member of the State Board of Agriculture. Mr. Grinnell is now, in the absence of the governor, the presiding officer of the board. In this connection it is worthy of note that in Mr. Grinnell's library of six thousand volumes, over two thousand treat of agriculture. Mr. Grinnell has twice been married. His first wife was Miss Anne E. Stannard, of Fredericksburg, Va. She died in 1857, two years after their marriage, leaving no children. In 1879 Mr. Grinnell and Mrs. Anne Katherine Denison were married in Greenfield. Mrs. Grinnell is a daughter of the late John Russell and sister of Ex-Congressman John E. Russell, of Leicester. Mr. and Mrs. Grinnell have no children.



JAMES S. GRINNELL.

LEVI J. GUNN, of Greenfield, was born in Conway, Mass., on the 2d of June, 1830. His parents were Levi and Delia Gunn, both of good New England stock. The father was a blacksmith by calling, and that trade the son learned thoroughly during the summer seasons, attending in the winters of his boyhood the village schools and later the widely known academy at Shelburne Falls, of which Professor Pratt was the principal. After this came the period of sterner and harder work. For several years the young man was with the Conway Tool Company, and when that corporation moved to Greenfield Mr. Gunn also located in the shire town. This was in 1852, and the next ten years of Mr. Gunn's working hours were passed in the employ of that company. For a portion of that time Mr. Gunn and C. H. Amidon held the contract for making all the tools made by the company. Such a contract in those days of course was regarded as one of considerable magnitude. Up to the time when these young men took upon themselves this business responsibility, the work had been done wholly by hand. The enterprising contractors changed this, and by introducing machinery of their own devising did the work much cheaper than formerly. Thus it can be truthfully said that in this branch of industry Gunn and Amidon were pioneers. They were destined soon to reap the benefit of their talents, for in 1868 the firm of Gunn & Amidon was organized; a factory was built near the place that is now known as Gunn & Amidon Pond, situated in the north of Greenfield, and a successful business established. It was at this time that Henry L. Pratt took a third interest in the company and the splendid water power on the Miller's River was purchased. The burning of the Greenfield factory simply hastened matters, for The Miller's Falls Company was immediately organized, and from that time until now it has had an increasingly successful business. When one reflects that this company gives employment to two hundred and fifty persons, and that, while the sales last year amounted to $375,000, over $100,000 was paid out in wages, it becomes evident not only that the business is well managed, but that the rates of wages are comparatively high, and that Mr. Gunn's employees are well treated, a point of fundamental importance in the life of any man who aspires to be a true success. Mr. Gunn has been treasurer of the company from its organization; has kept his residence in Greenfield and has served the town as assessor and selectman. In 1885 and 1886 Mr. Gunn was elected State senator, and served on the committees on the Hoosac Tunnel and Manufactures. In 1888 and 1889 he was elected a member of the governor's council and served on the Hoosac Tunnel and Pardon committees. He is a director in the Franklin County Bank and a trustee and member of the Board of Investment of the Greenfield Savings Bank, and has held other positions of trust. He was married to Miss Esther C. Graves, in Sunderland, Oct. 5, 1853, and they have one son, L. Walter Gunn.

LEVI J. GUNN.

# ORANGE

THE town of Orange, in Franklin County, was incorporated Feb. 21, 1810, and the first town meeting was held April 2, 1810. The taxable area of the town comprises twenty thousand two hundred and ninety-seven acres, and it measures in length about fifteen miles from northeast to southwest, and varying in width from three to ten miles. It is pleasantly situated on the banks of Miller's River, on the main line of the Fitchburg Railroad, eighty-six miles from Boston and one hundred miles east of Troy, N. Y., and eight miles from the New Hampshire line, and twelve miles from Vermont. Orange is known far and wide on account of its thrifty and successful manufacturers. The New Home Sewing-Machine Company leads this shining list, employing a force of six hundred men. Next is J. B. Reynolds, the shoe manufacturer, who keeps three hundred people satisfactorily employed. The Rodney Hunt Machine Company employs about two hundred men, as also does the Chase Turbine Manufacturing Company. The National Key and Box Company has two hundred and twenty-five people, the Orange Furniture Company, one hundred, and the Leavitt Machine Company nearly as many. Hence it can readily be figured that the leading manufacturers of the town employ fifteen hundred and twenty-five men, and as the kind of manufacturing in Orange demands skilled labor in every department, the town is benefited by having a thrifty and industrious class of citizens, who, as a rule, own the homes they occupy. The town put in sewers in 1891, and the following year a complete system of water works was established. Five hundred thousand dollars was expended for new buildings in 1892, which included one hundred and six dwelling-houses, a Congregational Church, a Grand Army Memorial Hall, Masonic Temple and three business blocks, besides large additions to the New Home Sewing-Machine factories. The valuation of the town is about three million dollars, and is increasing about one quarter of a million each year. The town and vicinity support over fifty stores, five hotels, seven churches of various denominations, and two weekly papers. Secret orders thrive there, and no less than twenty-five have thrifty organizations, the Masons and Odd Fellows having a membership of about two hundred each and both possessing palatial quarters.

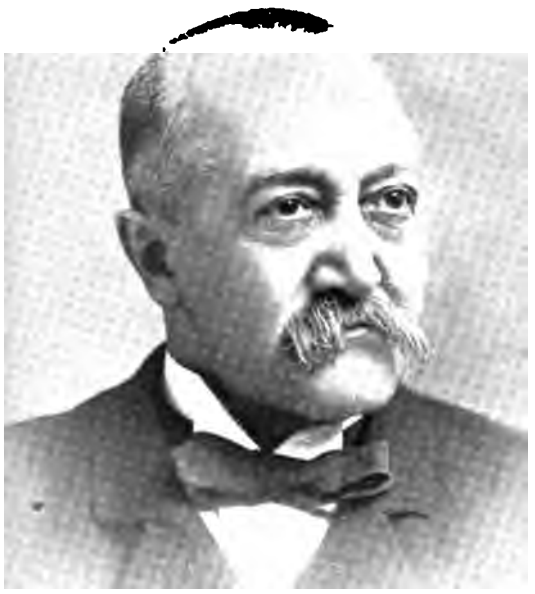
The citizens of Orange have always been awake to the importance of good schools. Modern and substantial school buildings have been erected, as soon as they were needed. The high school and the Cheney Street buildings on the "South Side," built of brick with brownstone trimmings, are fine examples of educational architecture.

The town has been very liberal in appropriations for the support of schools, and it has each year granted without opposition the full amount estimated as necessary for their maintenance. The School Committee has been fortunate in having secured in the past a long line of excellent teachers — many of them with normal training — who have by earnest and faithful work raised the standard and given a standing to the schools of Orange of which the people are very proud. For several years the town, taking advantage of the generous State law, has united with two smaller towns in forming a union district, and employed a superintendent of schools. The results of this plan in securing uniformity of work and other benefits which naturally follow a more careful supervision than is possible under a committee system, have been, on the whole, very satisfactory.

A large and well-equipped high school has been maintained by the town for many years. A three and a four years' course of study is provided, and every possible effort is made to induce pupils to seek, after graduation, the advantages of higher education. The common schools, which are carefully graded, are following out a plan of work which requires nine years to complete. Pupils are regularly promoted each year, and admitted to high school on a scholarship certificate from the ninth grade. The regular attendance on these schools has been high, the average based on the average membership being ninety-four per cent.

To the men whose brief sketches follow this brief account should be given the full credit of the prosperity which the town is enjoying. They are the heads of the concerns who employ the labor of the town, and they go hand in hand with their employees in the laudable ambition of making Orange a good place to live in, socially as well as financially.

WILLIAM L. GROUT, one of the pioneer sewing-machine manufacturers of the world, is one of the three owners of the New Home sewing-machine plant at Orange. Born in Winchendon, Mass., the son of Lewis Grout, a sturdy New England farmer, he spent his boyhood on a farm, and received the ordinary district-school education. A half century ago, from the age of eighteen to twenty-five years, he labored in his native town and vicinity in wood-working shops, much of the time as foreman, and, during his twenty-fifth year became a partner in the business. At that age he began the manufacture of sewing-machines in his native town. In those days the manufacture of sewing-machines was considered folly. He received no words of encouragement from his townspeople, and capital turned its back on what it thought was a "wild-cat" scheme, which could originate only in the brain of a school-boy. This did not discourage Mr. Grout, who was born with a positive disposition. He declared, in 1857, that a sewing-machine would be made to do family and all kinds of sewing successfully, and which could be sold at a price so low that every woman in America could have one as a pleasant divider of her toil, thus making her burdens lighter. In 1858 he formed a partnership with Thomas White, and moved the business to Templeton, Mass. Here the output increased so rapidly that they were forced back to Winchendon for the sake of better transportation facilities. There Mr. Grout became sole proprietor, and increased the business almost daily, until he had a flattering offer to move his plant to Canada. This he did, and there made the "G" sewing-machine, well known during the "sixties." He continued the manufacture of that machine until about 1870, when he became associated with the New Home Sewing-Machine Company, of which he is now one of the owners. His first idea about the New Home sewing-machine was to introduce it in Europe. In this he was highly successful; he made sixteen trips across the Atlantic, and visited every principal place in the Old World, establishing a trade that the company is enjoying to-day. Mr. Grout was acting superintendent of the New Home sewing-machine factory during the years of labor troubles, and among his six hundred employees the best feelings always prevailed. There was never a strike or demand for more wages in the New Home factories, which is to Mr. Grout's credit in common with the company. Mr. Grout is pleasantly situated at his home in Orange. He likes good horses, and at his stock farm he has half a dozen that can "road" in less than 2.50, including his favorite stallion, Cohannet, who has a record of 2.17. In 1856 Mr. Grout married Ellen Hemenway, of Barre, Mass., and they have seven children, — William L., Jr., Frank L., Fred E., Charles B., Carl A., Mrs. Willard A. Graves and Mrs. Everett L. Swan. Mr. Grout is president of the Orange Co-operative Bank. He is a Democrat, refused a nomination for Congress in 1888, and has never accepted public office.

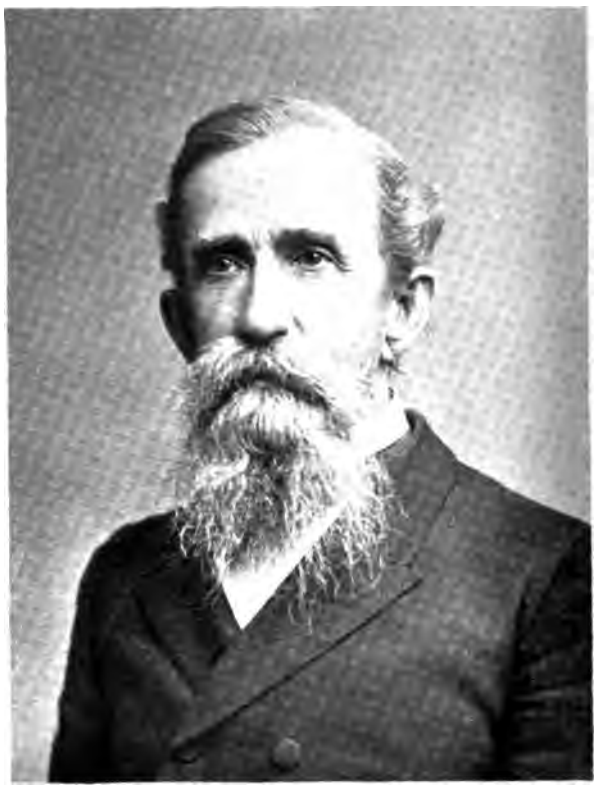


WILLIAM L. GROUT.

LEVI KILBURN, the present treasurer and a director of the Chase Turbine Manufacturing Company, of Orange, was born in Winchendon, Mass., Jan. 29, 1816, the third of eight children of John and Esther Kilburn. Mr. Kilburn was employed till twenty-one in the pursuit of education, under difficulties, school being taught but eight weeks in the year. During this time he assisted his father in farming and running a saw-mill. At twenty-one, with the savings of his boyhood's labors, he, with his brother John, bought the old homestead and mill, established the firm of J. & L. Kilburn, and entered the business of sawing lumber and the manufacture of chair stock. He continued in the firm until 1841, when he sold his interest, moved to Gardner, Mass., and entered the employ of L. Heywood, chair manufacturer. He stayed there a year and a a half, and then took charge for that company of a chair manufactory at Templeton, Mass., where he remained until 1849. He then moved to Orange and entered upon an engagement with Davis & Kilburn, chair and furniture manufacturers, for whom he managed the business until 1852. When the factory was destroyed by fire that year Mr. Kilburn began the manufacture of chairs on his own account, and in 1855 he sold out and joined Hamilton Holt, of Worcester, in the lumber business. Mr. Kilburn staying in Orange, the firm did a good business until 1860, when Mr. Kilburn took the management of a chair factory on the site of the present Chase Turbine Manufacturing Company's shops. For the benefit of the creditors of White & French, in 1862 he organized the firm of L. Kilburn & Co., with Richard French and G. E. Poland as partners. Mr. Poland retired in 1868, and L. E. Holmes was admitted as a partner. For several years the company did a flourishing business, employing about one hundred and twenty-five men in the factory, besides nearly three hundred people about the town who placed the cane bottoms and backs in the chairs. From 1867 until 1873 L. Kilburn & Co. operated a furniture factory in connection with their chair factory. In 1867 Kilburn & Co. became interested in the Turbine Water Wheel Company, now the Chase Turbine Manufacturing Company. Mr. Kilburn was then made treasurer, a position he holds to the present time. In 1868 the chair factory was destroyed by fire, and its site was covered the following year by a factory of the Chase Turbine Manufacturing Company. This company employs about two hundred men, and turns out water wheels, shingle mills and general mill machines. In 1840 Mr. Kilburn married Isabel R., daughter of Obadiah Walker, of Winchendon. In 1890 the happy couple celebrated their golden wedding and received a warm reception from their townspeople and friends. Mr. Kilburn in politics is a Democrat, and in religion a Universalist. He is one of the founders of the Orange Savings Bank and one of its trustees. He was also interested in the organization of the Orange National Bank, and is one of its present Board of Directors. Mr. and Mrs. Kilburn reside in a palatial home on High Street.

LEVI KILBURN.

JOHN WILSON WHEELER, of Orange, is a native of that town, and has always resided there, with the exception of a year or two spent in Fitchburg. He was born Nov. 20, 1832, the second of nine children of Wilson and Catherine (Holmes-Warden) Wheeler, and his only education was obtained in the public schools. For a year or two after his majority he worked as a carpenter; from 1856 to 1862 he was employed in a general store in Orange; then, for a few months' time he was occupied in the claim agency business; and from 1863 to 1867 was engaged in mercantile business on his own account. In this year, at the age of thirty-five, Mr. Wheeler associated himself with others, and became engaged in the manufacture of sewing-machines, under the firm name of A. F. Johnson & Co. Two years later, in 1869, a corporation was organized, known as the "Gold Medal Sewing-Machine Company." In 1882 the corporate name was changed to "The New Home Sewing-Machine Company," and the business has grown from its small beginnings till it now employs nearly six hundred men, and turns out nearly four hundred finished machines a day. From the start, Mr. Wheeler has been the financial manager and one of the controlling spirits of this enterprise. In January, 1881, he was elected trustee of the Orange Savings Bank, and five years later was made president, which position he now holds. He has been one of the directors of the Orange National Bank since June, 1880, and in January, 1888, was elected vice-president. In January, 1889, he was elected director in the Gossard Investment Company, located in Kansas City, Mo. In December, 1890, Mr. Wheeler was elected president of the Worcester Northwest Agricultural and Mechanical Society at Athol, Mass., and in 1891 was elected president of the Boston Mutual Life Association of Boston. In 1892 he was chosen director in the United Coal Company at Denver, Col. In politics Mr. Wheeler is a Republican, and has been called by his fellow-citizens to positions of responsibility and honor. From 1861 to 1867 he served as town clerk, in 1866 was one of the selectmen of the town, and in 1876 was elected a member of the Legislature. In 1888 he was one of the delegates to the National Republican Convention at Chicago which nominated President Harrison. He is a prominent Mason, was one of the founders of Orange Lodge, organized in 1859, was its first secretary, afterwards its treasurer, and was also a charter member and first treasurer of Crescent Royal Arch Chapter, organized in 1884. Mr. Wheeler was married in Orange, Oct. 9, 1856, by Rev. Hosea Ballou, to Almira E., daughter of Daniel and Almira (Porter) Johnson. Three children have been born of this union, but only one survives,—Marion L., wife of John B. Welch. Mr. Wheeler resides about a mile from Orange Village, on his "Grand View Farm," where, while still closely attending to business, he finds recreation in breeding fine horses and cattle, to which pleasant and interesting occupation he devotes a large share of his leisure time.



JOHN W. WHEELER.

ALPHEUS HARDING, son of Rev. Alpheus and Sarah Bridge Harding, was born in New Salem, Mass.. Jan. 12, 1818. His father was a settled minister in New Salem more than forty years, and especially prominent in connection with the academy, the public schools and the general educational interests of his time. Alpheus, Jr., was fitted for college in the academy at New Salem, and entered Amherst College in 1833, leaving the next year, on account of sickness. In 1835 he entered a store as clerk and continued for twenty-one years in mercantile life in Worcester and Franklin counties, till 1856. During this time he was ten years postmaster of New Salem, and served the town about the same length of time as town clerk and treasurer, also serving at various times as chairman of the boards of selectmen, assessors and overseers of the poor. He was a member of the House of Representatives from New Salem in 1851–52, taking part in the long and memorable struggle which resulted in the election of Charles Sumner to the United States Senate for the first time. He again represented New Salem in the Legislature of 1853, took part in the formation of the Free-soil party and acted with it till the formation of the Republican party, of which he has been an ardent supporter to the present time. Since 1856 he has been a member of the Board of Trustees of New Salem Academy. In 1856, having received the appointment of cashier of the Miller's River Bank of Athol, Mass., he removed to that town, where he still resides. After serving as cashier for eleven years the bank was changed to a national bank, under the name of the Miller's River National Bank of Athol, Mass., and Mr. Harding was made president, an office which he still holds, having served as president twenty-six years. In 1863 and 1867 he represented the towns of Athol and Royalston in the Legislature, serving both years on the Committee on Railroads. While a member of the House, in 1867, he obtained a charter for the Athol Savings Bank, an institution which commenced business in 1867, and now has deposits of nearly two million dollars. Mr. Harding was its treasurer till January, 1892, when he became president. In 1879 and 1880 Mr. Harding was a senator from the Fourth Worcester District, serving the first year on the committees on Banks and Banking, and Labor, and the second year as chairman of the committees on Banks and Banking, and Education, and a member of the Committee on Towns. In June, 1880, he was a delegate to the National Republican Convention. He was married in 1842 to Maria P. Taft, of Dudley, Mass. Their surviving children are: Ella M., who married Colonel A. L. Newman, late president of the National Bank of the Commonwealth, Boston, and William B., secretary of the Chemical Paper Company of Holyoke. Mr. Harding, in connection with several other prominent citizens of Athol, feeling the need of a liberal church in that community, assisted in the formation of the Second Unitarian Church, which has developed into a useful and successful organization.

ALPHEUS HARDING.

THE healthy, picturesque and progressive town of Palmer is situated on the main line of the Boston & Albany Railroad, fifteen miles from Springfield, and is about equally divided in its industrial interests between manufacturing and agriculture. The town proper is really a collection of four small villages, the larger of which is Palmer Depot, in the location above described. The population of these combined villages in 1892 exceeded 6,500. The other villages of the quartette are Thorndike, Three Rivers and Bondsville.

John King, who established himself on the site of the present centre of the town about the year 1717, was in all probability the first of the early settlers of Palmer. At least there are no records to show any priority of claim to this honor. Mr. King's sons and daughters, of whom he had about a dozen, for it was the fashion of our ancestors to have as many children as possible, according to the scriptural saying, "Blessed is the man who hath his quiver full of them," settled with him along the north side of the Quaboag River, forming a settlement that afterward became known as King's Row, although the whole town was called Kingstown, or Kingsfield, at a later date. The town was formally settled ten years later than the above date by a company of Scotch-Irish emigrants, although their claim to the land was disputed. The settlers finally petitioned the Legislature for a grant of the land; a commission was appointed by that body, and grants were made to forty-four people. These people were constituted the proprietors of the town, with power to take and divide any land in the town which was not otherwise pre-empted. With the granting of the land there was levied a tax, which, although only amounting to about six hundred and thirty dollars, or four cents an acre, the inhabitants were unable to pay on account of their extreme poverty, and sought relief by a petition to the Legislature. This tax was finally divided into four parts, and the settlers succeeded in paying it. Almost with the first settlement of the town a very respectable tavern was built, and the town has not been without a hostelry since that day.

In 1735 the inhabitants of the town made their first attempt at organization, but their petition to the Legislature to be set off as a town failed of passage. The place was incorporated as a district in 1752, and became a town in 1786, under the law which granted that right for all places that had been made districts prior to 1777. It was about this time that the place was christened by its present title, Lieutenant-Governor Spencer Phipps bestowing the name Palmer in honor of a relative who had died a short time before in Scotland. The growth of the town has been comparatively slow, but its citizens have never lacked in patriotism, and it is recorded that in the Revolutionary War some Palmer men fought for their country, while the town furnished its share of volunteers in the War of the Rebellion. Their valor has been commemorated by the erection of a fine Memorial Hall. The main portion of the town forms the chief business centre, and it is here that the Palmer National Bank, established in 1875, and the Palmer Savings Bank, incorporated in 1870, are located. The churches and schools of Palmer have kept pace with the growth of the community, while the town has many other improvements to its credit.

Up to the year 1824 the principal business was the pursuit of agriculture, although, as was common in many other places, there was a grist mill or two before that year. Several different industries were started a year or two before, but none flourished for a great length of time. In 1824 the Palmer Manufacturing Company located in Three Rivers, but failed four years later. In 1832 the plant was started in the manufacture of common white cotton goods, which later gave way to the making of fancy dress goods. The Thorndike Company, located in the village of the same name, began operations in 1837, and has continued ever since in the manufacture of cotton ticks and stripes, while the Boston Duck Company, which was organized in 1844, is engaged in the manufacture of sail cloth and ducking. A good grade of Brussels carpet is also made in the town, and the future of Palmer as a business nucleus and a magnetic point for population is assured.

ORRIN PEER ALLEN is a native of Wallingford, Vt., where he was born Sept. 30, 1833. He is descended in the eighth generation from the emigrant, Hope Allen, a currier of Boston in 1651, through Edward[2], Edward[3], Nathaniel[4], Joseph[5], Robert[6], Robert[7]. His mother, Eliza Paine Doolittle, is descended in the sixth generation from the emigrant, Abraham Doolittle, who came probably from County Bedford, England, about 1638, and was one of the influential settlers of New Haven, through John[2], Rev. Benjamin[3], Amzi[4], Roswell[5]. He is also descended from John Howland and John Tulley of the "Mayflower," and other noted early families of New England, among which may be named those of Coffin, Chipman, Cady, Cook, Burt, Bartlett, Barnard, Gardner, Knapp, Lee, Philbrick, Skiff, Strong, Todd and Winter. Mr. Allen completed his education at Chester Academy, Vt., where he won an enviable position as a student. During his course of study there he taught school in the towns of Windham, Cavendish and Vernon, Vt. After graduating he taught school for some time in Hackensack, N. J. He was for several years superintendent of schools in Vernon, Vt., and resigned the office on his removal from the State. He came to Palmer, Mass., Oct. 5, 1859, where he commenced the business of pharmacy, in which he has since continued. He evinced in early life a decided taste for literary pursuits, and his course of reading has been unusually extensive, ranging through nearly all departments of literature, and embracing the classics, poetry, history and various sciences. He commenced writing for the press at the age of fifteen and has continued to contribute to numerous publications since. He has been engaged for several years in preparing genealogies of the Allen, Cady, Doolittle, Scott and allied families, soon to be published. He is a member of the New England Historic Genealogical Society of Boston, the Potumtuck Valley Memorial Association of Deerfield, and local secretary of the Connecticut Valley Historical Society of Springfield. He has never sought office, yet has been called to fill many places of trust. He is secretary and treasurer of the Eastern Hampden Agricultural Society, which position he has held for seventeen years, and he has been for many years a trustee of the Palmer Savings Bank. He was for several years superintendent of the Sunday-school connected with the Second Congregational Church of Palmer, and continues to be clerk of both the same church and parish. He was one of the prime movers in the founding of the Young Men's Library Association of Palmer, having since been one of its trustees, and for many years its librarian. In 1883, when the history of Palmer was projected, he was selected by the town as one of the Publishing Committee, of which he was the chairman, and devoted much time to the collecting of material for the same until its completion in 1889. Mr. Allen takes a lively interest in all the progressive movements of his town, in the futherance of which he is always ready to lend a helping hand.

ORRIN P. ALLEN.

CHARLES L. GARDNER, son of Elisha and Elvira (Sprague) Gardner, was born in Cummington, Hampshire County, Mass., May 27, 1839, where the early years of his life were spent. He attended the public schools of that town and the academy at Ashfield. After studying law in the office of the late Judge S. T. Spaulding, a leading lawyer of Hampshire County, at Northampton, he was admitted to the bar in that city, in 1867. He entered upon the practice of his profession at Palmer, where he has since resided, having become associated with the late Judge James G. Allen, under the firm name of Allen & Gardner. This firm was dissolved in 1870, since which time Mr. Gardner has practised alone, his field covering many of the towns of Hampden County, including Springfield, the county seat. He was appointed a trial justice for Hampden County soon after his admission to the bar, and held that position until the establishment of the district court at Palmer in 1872. He has a large and successful practice and is considered one of the leading lawyers in the county. Mr. Gardner is a Republican in politics and for years has been prominent in the councils of that party, having been called to many positions of honor and trust. In 1875 and 1876 he was a member of the lower branch of the Legislature serving from the Second District. During both years he was a member of the Judiciary Committee and, the second year, of the Joint Special Committee on Constitutional Amendments. In 1878 and 1879 he was a State senator, serving both years on the Judiciary Committee, where his legal training was of great value. On retiring from the Senate he was elected a member of the Republican State Committee and continued in that office two years, acting on the Executive Committee. He received the appointment of assistant internal revenue assessor and held that office until it was abolished. In 1886 he became a member of the Board of Trustees of the State Primary and Reform schools, but declined a re-appointment at the expiration of his term on account of the demands of private business. In the general election of 1892 he was elected to the district attorneyship of the Western District, comprising the counties of Hampden and Berkshire, an office with a term of three years. In local affairs Mr. Gardner has always been quite prominent. He has been an officer in the Palmer Savings Bank most of the time since its organization and was for several years its president. For a score of years he has been closely identified with the interests of the town and has always been influential in promoting its growth and prosperity. Soon after taking up his residence in Palmer, Mr. Gardner married Esther E. Gilmore, of Monson, a daughter of Nathaniel Gilmore, formerly a leading citizen of Stafford, Conn., now deceased. They have two children, Charles Gilmore Gardner and Edwin Sprague Gardner. Mr. Gardner's services to his district and to the Commonwealth have been of such value as to gain for him the attention and the respect of men of all political parties.

CHARLES L. GARDNER.

WILLIAM WILSON LEACH was born in Monson, Mass., Feb. 22, 1856, and resided there during his youth and school-days. Since his graduation from college, in 1880, he has been a resident of Palmer, Mass. His parents were Willard and Lavilla M. Leach, the former being a native of Vermont and the latter a descendant of one of the very earliest settlers of Monson. Mr. Leach spent the care-free days of boyhood on a small farm, and his early life was that of the average New England farmer boy, with the usual advantages for education that are afforded by the common schools of the neighborhood. After a course in the common schools of the town he entered Monson Academy, from which he was graduated in 1876. His course in the academy was followed by a course of study in Tufts College at Medford, from which institution he was graduated in 1880. Upon the completion of his college studies he entered the law office of Charles L. Gardner, in Palmer, and was admitted to practice at the bar of Hampden County in March, 1883. He has been associated with Mr. Gardner since that time, and has been very successful in his profession. In his political affiliations Mr. Leach is a stanch Republican, and is one of the most prominent members of the party in Hampden County. In the course of his work for the party he was chairman of the Republican Town Committee of Palmer for the five years from 1883 to 1888, and again in 1890. His work as the head of the working wing of the party, in this town, was especially successful, and won much favorable commendation. In 1889 he was elected to the House of Representatives of the Massachusetts Legislature, and during his membership in that body he did excellent service for the people on a number of important committees. He was House chairman of the Committee on Labor, a member of the Committee on Rules, and also of the special committee appointed during the session to investigate the publication of the Province laws. During his term in the House Mr. Leach proved himself to be a ready debater and one of the ablest representatives which the district, that had chosen him as its standard-bearer, ever possessed. Indeed, he was so highly regarded that, in 1892, when the Republicans of the Second Senatorial District wanted a candidate to run for senator against one of the most popular Democrats in this section, they turned to Mr. Leach, and he, undoubtedly, could have had the nomination, but he withdrew from the field because his law partner was a candidate for the office of district attorney. He also holds several important civil offices. He is president of the Palmer Co-operative Bank, and secretary and trustee of the Palmer Savings Bank. He is also secretary and trustee of the Young Men's Library Association. Mr. Leach was married, on Aug. 12, 1884, to Ellen E. Sutcliffe, a very popular teacher in the public schools of Monson and Palmer, Mass., and his home-life is as attractive to contemplate as has been his public and professional record.

WILLIAM W. LEACH.

WILLARD HADLEY STOWE was born in Morristown, Lamoille County, Vt., June 22, 1844, the son of Solomon and Ursula G. Stowe, his early boyhood being spent on his father's farm, while his schooling was attained by attendance at the district schools. Later he entered the People's Academy in Morrisville, where he paid for his tuition by taking care of the building and ringing the bell, and, like many other scholars, he boarded himself in order to save expense. During the winters he taught school to provide himself with books and clothes, the first term, during the winter of 1862 and 1863 receiving seventeen dollars per month and the privilege of "boarding around" as payment for his services. His life, up to the age of twenty-one, was passed in this manner. At that age he entered the University of Vermont, where he spent two years in the study of medicine, and then graduated from the Bellevue Hospital College, of New York, on March 2, 1869. Having thus acquired the title of M. D., he began practice in Gilbertville, Mass., and remained there for six years, giving up a lucrative business to establish himself in Palmer, where he has since practised his profession with eminent success, being considered one of the best physicians in that section. Dr. Stowe is not wedded, save to the profession he so ably represents, but manages to extract a great deal of pleasure out of life. He is a Prohibitionist, and has often had the honor of an offer of election to various civil and political offices, but has steadfastly refused them all, preferring to devote his entire energies to the alleviation of human suffering. He has been a member of the Eastern Hampden Medical Association since its organization in 1880, and was its president at one time. He is also a Mason, having joined the order in 1865. Dr. Stowe is a close and progressive student, and takes much pleasure in his books and considerable pride in the fact that he has the largest private library in the town of Palmer. He is a liberal thinker and ready writer, and has contributed many papers to the local press on questions of the day and on natural history. Outside of his profession he devotes considerable time to the Young Men's Library Association, of which he is president at the present time and of which he is a charter member. This organization is one of the leading features of the town, and has comfortable and spacious quarters in the recently erected memorial hall, which, by the way, Dr. Stowe was largely instrumental in having built. He has bestowed a great amount of time and no little money on this association, which has helped to bring it to a very flourishing condition from an exceedingly small beginning. He has done even more than that, for he has recently given to the society his large and valuable collection of Indian relics, historic crockery, pamphlets, books and curios, among which are many choice things of local interest that cannot be duplicated. Dr. Stowe's reputation as a man of science is regarded in Palmer as public property, of which the citizens of the town have every reason to be proud.

WILLARD H. STOWE.

# MONSON.

THE fame of the town of Monson rests literally upon a foundation of granite, for while the town is essentially a manufacturing community the name Monson has become inseparably associated with the crystalline mineral which finds its way to all parts of the country. The stone is of several distinct varieties and is used almost entirely in the construction of buildings and walls, although latterly it has become very popular for monumental work. It is found in various tints. There is a beautiful light mottled grey, that resembles marble when finished, a mottled white and a handsome dark blue. The stone is largely used in Hampden County and neighboring sections, while nearly all of the public buildings in Monson are constructed of it.

Monson is located in the southeastern part of Hampden County, and covers a territory about forty miles square. The town was originally a part of Brimfield, and its first stated settlement was in October, 1657, when Richard Fellows was granted a tract of two hundred acres along the Chicopee River, in the northern part of the present town. With the grant there was a condition — that Fellows should establish, and run for a period of seven years, a tavern for the entertainment of man and beast. He did not keep the latter agreement, however, for the Indians became so troublesome that he had to take his departure from the place, although for some reason or other he did not forfeit his claim. This settlement by Fellows was fifty years prior to the permanent one, which was made by Robert Olds, one of the original proprietors of the town of Brimfield. Others were gradually attracted to the place on account of the richness of the soil, and the settlement became so strong that on June 7, 1757, the people petitioned to be set off as a district. The district was incorporated April 25, 1760. Monson was incorporated as a town Oct. 20, 1775, starting in upon its new life with forty-nine families within its precincts. The growth of the town since that time has been slow but healthy, until in 1890, according to the United States census, there were 3,650 people in the town.

The present town is one of those pretty New England villages whose praises are so often sounded. It lies in a narrow valley with low ranges of hills on its eastern and western boundaries, which give it just enough of the rural to offset the manufacturing of the town proper. Outside of the quarrying of granite the principal industries of the town are in the manufacture of woollen and straw goods — industries that have thrived for many years. There are many points of interest in the town, not the least of which are its several memorial buildings. The largest of these is the Memorial Hall, which was erected in 1884 at a cost of $40,000. The hall is used also as a town hall, and was jointly built by public and private subscription. In the hall are memorial tablets on which are inscribed the names of the one hundred and fifty-five townsmen who enlisted in the War of the Rebellion, while they are again honored by a handsome granite monument, which stands on a green plot in the centre of the town. The other building referred to is the Horatio Lyon Memorial Library, a handsome building, erected at a cost of $35,000, and having an endowment from the donor of $20,000 more. Other features of town are the memorial fountains presented by S. F. Cushman and W. N. Flynt, and the fine park that is being developed by the latter. The town is particularly strong in its banking institutions also. The Monson National Bank was incorporated in 1854 and reorganized in 1864, while the Monson Savings Bank, which was incorporated in 1872, had deposits of nearly $700,000 in 1892.

The churches and schools of the town have also attained a very high standard. As early as 1765 the town appropriated $100 for educational purposes, an amount that has been greatly increased in these later years. The principal educational institution of the town is the Monson Academy, which enrolls among its alumni many of the prominent men of the State and country. The academy was incorporated June 21, 1804, with the endowment of a half township in Maine under the act relating to academies, passed by the Legislature of 1797. The town erected the building, and private parties have since contributed a liberal endowment.

SOLOMON FRANCIS CUSHMAN, one of the leading woollen manufacturers of the Bay State, was born in Monson, Me., Nov. 18, 1826, although more than half of his life has been spent in the town of his adoption. His parents were Solomon and Harriet (Adams) Cushman, who were among the earliest settlers of the town of his birth. Mr. Cushman himself is a direct descendant of Robert Cushman, being of the eighth generation. Mr. Cushman's early school-days were spent in the public schools of the town, and later in the academy in the same place, although he is not a graduate of any institution. As a young man he worked on a farm and in the lumber camps of his native State, but upon attaining his majority accepted a place in a store in the town of his birth. For the next five years he retained this clerkship, following with two years of similar work in the village of Three Rivers, a part of the town of Palmer, Mass. In 1856 he took up his residence in Monson, Mass., and has resided there continuously since that time, being one of the most important factors in the development of the town. During the first ten years of his residence there he acted as bookkeeper for the Monson Woollen Manufacturing Company, but in 1866 he acquired an interest in the business, and the partnership thus formed was continued with eminent success for twelve years. In 1878 Mr. Cushman became the sole proprietor of the concern, and he has since conducted its affairs in company with his sons, the business being run under the title of S. F. Cushman & Sons. The same ability to manage and improve, which characterized Mr. Cushman's work for the old Monson Company, shows itself only to a greater degree in the new concern and also seems to be inherent in his sons. So successful has been the business that the original mill has been supplemented by another, both being engaged in the manufacture of woollen goods. Mr. Cushman has been an ardent promoter of Monson's weal, and is prominently identified with the town's leading institutions and all matters of local importance. Mr. Cushman is a public-spirited citizen of unusual calibre, and among other things presented the town with a handsome granite drinking fountain. Mr. Cushman has always been a steadfast Republican and has often been elected to office. His latest honor was his election to the State Senate over one of the most prominent Democrats in his district. He was also a member of the State House of Representatives in 1881 and in 1883. In both branches of the Legislature Mr. Cushman was a very useful member. He also served as selectman. He is now president and director of the Savings Bank, vice-president of the National Bank, treasurer of the Public Library, and a trustee of the academy. In 1852 he married Candace Brown Packard, of Monson, Me., who died in 1890. They had seven children, Edward D., Rufus P., Solomon Fred, Hattie F., Thaddeus L. and Robert H., who still live, and Francis A., who died in childhood.

SOLOMON F. CUSHMAN.

EDWARD FRANKLIN MORRIS, eldest son of Deacon George Flynt Morris and Sarah (Morse) Morris, was born in Monson, July 25, 1840. He comes of an ancient and honorable English family, being of the eighth generation in lineal descent from Edward Morris of Waltham Abbey, County of Essex, England, who emigrated to this country and settled at Roxbury, Mass., in 1652. Mr. Morris was married at Easthampton, Mass., Oct. 25, 1865, to Louise J. Clapp, adopted daughter of Isaac K. Clapp of that town. Four children have been born to them, of whom three are living. They are Alice Amelia Morris, Louise Morris and Edward Lyman Morris. Mr. Morris received his education in the common schools of his native town and at Monson Academy, pursuing at the latter the English and scientific courses. For a short time after leaving the academy he taught in one of the outside districts of the town. In 1857, then being nearly seventeen years of age, he was employed as a clerk in the Monson Bank, which was at that time under the cashiership of Jonathan Ralph Flynt, where he remained over six years, leaving there to become book-keeper in the Agawam Bank, Springfield. The cashiership of the Monson Bank becoming vacant soon after, he was chosen to the position and entered upon his duties April 1, 1864, a position he still holds. Early in 1864 the bank was re-organized under the National Currency Act, it being one of the first banks in this vicinity to take that step. In 1872 the Monson Savings Bank was incorporated, and the directors of his own bank consenting, he was persuaded to accept the treasurership of the new institution, to which position he was elected and which he still holds. For twenty-one years the two banks occupied the same quarters, but the Savings Bank will soon occupy separate banking rooms. Mr. Morris has always given close attention to the demands of business, social and family life, and while seeking to be a useful citizen, has never been an aspirant for public honors. Aside from his bank connection, he has filled many private positions of trust. He has been a faithful alumnus of Monson Academy, having been a trustee for about twenty-four years, the most of the time being treasurer, a member of its Standing Committee and secretary of its alumni association. He has also been a member of the Congregational Church for thirty-seven years, thirty as treasurer, twenty-three as a deacon, and seven as Sunday-school superintendent. In all movements calculated to advance the moral and material interests of Monson, Mr. Morris has been a prominent factor. He was instrumental in the establishment of a free public reading room and in its development later into a free public library, at present one of the prominent features of the town. He was also largely instrumental in securing the fine memorial building, which the library occupies, and its endowment. He has been a trustee of the library since its organization. Mr. Morris was for years an active Mason, being worshipful master of Day Spring Lodge for two years, and is also a Royal Arch Mason.

EDWARD F. MORRIS.

THE town of Melrose was incorporated in 1850. The territory originally belonged to Charlestown, which was settled in 1629, and was a very extensive region in those days, for it included Malden, Woburn, Stoneham, Burlington, Somerville, a large part of Medford, and a small part of Cambridge and Reading. Difficulties concerning the boundaries of the several towns arose early, and were settled by the General Court. When Malden became a town, in 1649, all its northern part (now Melrose) was a tract of over two thousand acres of undivided land, and it came to be known as the "Commons." It was very desirable both as woodland and pasturage. This land was divided among seventy-four freeholders of Malden, and the choice of lots was drawn by lot, from which method of procedure in early days arose probably the expression "a lot of land." In later years this territory became known as North Malden, and so remained until 1850, when, after several legislative hearings, and a long struggle, an act incorporating the town of Melrose was approved by Governor George N. Briggs. Three years later, in 1853, after another severe contest, a part of Stoneham was set off to Melrose, giving the town the greater part of what is now known as the Highlands, and making Melrose to comprise about three thousand five hundred square acres. The name Melrose was adopted at the suggestion of William Bogle, a native of Melrose, Scotland, who claimed that the town much resembled the one across the Atlantic, celebrated for its Abbey and made famous by Sir Walter Scott.

Although Melrose is a young town, her territory has been occupied for more than two centuries, and there are houses there, or parts of them, more than two hundred years old. Among the ancient families were the Lyndes, the Greens, the Uphams, the Barretts, the Spragues, the Howards and the Vintons. The Lyndes formerly owned nearly all the southerly part of Melrose, and were descended from Ensign Thomas Lynde, who came to Malden soon after its incorporation. The old Lynde homestead is now more than two hundred years old. The ancestor of all the Greens in Melrose was Thomas Green, who settled in Malden as early as 1651, and who owned a farm of sixty-three acres at the Highlands. The Barretts are also one of the oldest Melrose families. Deacon Jonathan Barrett, son of James, who was born in Malden in 1644, and grandson of James, who first settled in Charlestown in 1635, came to Melrose about the year 1705.

About the year 1813 the first preaching service was held in the old district school-house, which stood on what is now Lebanon Street. In 1815 a Methodist Episcopal church was formed, and in 1848 the Orthodox Congregational church was organized. The Universalist church was organized in 1849, and Trinity Church in 1857, and ten years later the Unitarian Congregational church was formed. In 1873 a Roman Catholic church was established, the pastor having purchased the old Baptist church edifice. The Catholics have recently erected a very beautiful church in Wyoming.

The first town meeting was held May 10, 1850, and the officers elected were Jeremiah Martin, Isaac Emerson, Jr., and Artemas Barrett, selectmen; Elbridge Green, town clerk; Isaac Emerson, treasurer and collector; Aaron Green, S. L. Taylor and William J. Farnsworth, assessors; Henry A. Norris, Caleb Howard and Elbridge Green, School Committee. The town then had a population of only 1,260, and the valuation was $483,446. Within the past ten years, however, the town has made rapid strides in wealth and population, the population being nearly, if not quite, 10,000, and there is some talk of its becoming a city within the next five years. It is not a manufacturing town, but a place of residence for men who do business in Boston, and they find it a quiet and healthy locality in which to make their homes. The town has fine public schools, a handsome town hall and beautiful churches. The supply of water is taken from Spot Pond, and the streets and public buildings are lighted with electricity. There are more than one hundred trains to and from Boston each day, and there are horse and electric street railroads. The town will soon have a complete system of sewerage, and the citizens have shown their truly progressive instincts by voting that the town should own and operate its electric light plant.

B. MARVIN FERNALD was born in Great Falls, N. H., Feb. 14, 1847. He was prepared for college at Phillips Acadamy, Exeter, N. H., after which he entered Harvard College and was graduated in the class of 1870. He soon after decided to become a member of the legal profession, and with this object in view he entered the law office of Judge Joseph F. Wiggin and was admitted to the bar in 1873. A partnership was very soon formed, and the firm became Wiggin & Fernald, and they are still in partnership and do an extensive business, having an office on State Street, Boston. In 1874 Mr. Fernald was married to Miss Grace Fuller, daughter of Richard F. Fuller, of Boston, and they have one child, a daughter of fifteen. Mr. Fernald moved to Melrose in 1875 and began to take an active interest in everything that pertained to the welfare and prosperity of the town. He has frequently been urged to accept office in the town, but has declined because he wished to devote his whole time to his business. Being, however, an ardent Republican in politics, he was naturally forced to serve the town as chairman of the Republican Town Committee, and he was for two years a member of the State Central Committee. He was elected to the Legislature in 1881 and 1882 and was a member of the House Judiciary Committee. He was also a chairman of the Committee on Taxation, and he framed the bill which exempts from double taxation mortgages on real estate. This measure was of vast importance to property holders. During the following ten years he held no political office, but when it again became the right of the town to name a candidate for State senator, the Republicans of Melrose were of one mind and heart in selecting Mr. Fernald, and he received the unanimous nomination at the Senatorial Convention. He was elected by a large majority. He served in the Senate in 1891 and 1892, and was chairman of the Judiciary Committee, one of the most important committees of the Legislature. He was also made chairman of the Committee on Constitutional Amendments, the Committee on Public Reservations and the Committee on Insolvency. He is now chairman of the committee appointed to revise the judicial system of the Commonwealth, which committee is to make its report to the next legislature. Mr. Fernald is connected with many of the social organizations of Melrose, being a member of the Hugh de Payens Commandery, Knights Templar, the Waverly Royal Arch Chapter, the Wyoming Lodge and the Melrose Council. He is also a member of the Melrose Athletic Club and the Highlands Club, two very popular organizations of the town. He is a member of the Congregational church. Quiet and retiring in his disposition, he cares little for notoriety, and the public offices he has held were not of his own seeking. His ability and prudence as a legislator have won the esteem of his fellow-citizens, and his services will probably be sought for in the future in some honored capacity, for the mass of work which he has done for his district is the kind which practical men appreciate.

B. MARVIN FERNALD.

LEVI SWANTON GOULD, son of Dr. Levi Gould and Elizabeth Webb (Whitmore) Gould, was born at Dixmont, Me., March 27, 1834. His ancestors were John Gould, an inhabitant of Charlestown in 1635, probably the first settler of Stoneham, Mass., and Frances Whitmore, ancestor of the Whitmore and Wetmore families, who was one of the earliest selectmen of Cambridge, and who died there in 1685. When he was six months old the parents of Levi S. Gould moved to Stoneham, Mass., the native place of his father, and in 1843 the family settled at North Malden, now Melrose, where it has since resided. He was educated in the public schools of North Malden, and at Waitt's and Ingalls' academies in Melrose. Early in life Mr. Gould learned the shoemaking trade, and worked at the bench in North Malden, where, according to the custom of the time, he would make up a lot of shoes, pack them in a bag purchased for the purpose, carry them on his back to Stoneham, two miles away, receive his pay and a new lot of stock, and return for another season of work. In 1850 he obtained a position in a wholesale house in Boston, and in 1857 was a clerk with Alexander Leitch, a prominent druggist in St. Louis. When Lincoln was elected President Mr. Gould received an appointment in the office of the secretary of the treasury at Washington, and was later in the navy agent's office in Boston. In 1866 he became connected with F. M. Holmes & Co., furniture manufacturers of Boston, and in 1878 became junior partner. He retired in 1889, since which time he has not been in active business. During the sessions of 1868 and 1869, Mr. Gould was representative in the General Court, the district including Melrose, Wakefield and Stoneham. He was first elected selectman of Melrose in 1869, and he has been chairman of the board since 1884. Seventy times he has been elected moderator of town meetings, which, together with the adjournments, make one hundred and thirty-one meetings over which he has presided. He has been four times worshipful master of Wyoming Lodge, F. and A. M., of Melrose, and is connected with the Chapter Commandery of Hugh de Payens and Consistory, thirty-second degree. Mr. Gould was president of the New England Furniture Exchange in 1883 and 1884, and of the Furniture Club of Boston in 1886, and was for six years a member of the Boston Executive Business Men's Association as a delegate from the New England Furniture Club. He is also a director of the Melrose National Bank. Mr. Gould has resided in Melrose for the past forty years, where he has always been known as an earnest Republican politician. On his sixtieth election as moderator, in November, 1890, his fellow-citizens, in town meeting assembled, unanimously passed a highly complimentary set of resolutions, and presented him with a silver pitcher and a beautiful gold badge, to be worn on all public occasions. Mr. Gould is a member of the Society of the Sons of the American Revolution, his great-grandfather having been a minute-man at Lexington.

LEVI S. GOULD.

DANIEL RUSSELL, son of Daniel and Mary W. Russell, was born in Providence, R. I., July 16, 1824. Educated in the public schools of Providence, at the age of seventeen he began life on his own behalf as a mechanic. For three years he served a very arduous apprenticeship at one branch of the carriage manufacturing business in his native city, and after graduating from this practical kind of school he labored in the same place and at Middleborough, Mass., as a journeyman for the term of four years. At the end of this time (1847), accompanied by a fellow workman, he moved to Boston and began the business of selling small wares by sample. Two years later he determined to go to California, but the Hon. Nathan Porter offered him employment in Providence which was a certainty and also attractive. Therefore he returned there and remained for two years. Once more moving to Boston, in 1852, he entered the employ of Edward Locke & Co., clothiers, and three years later he became connected with the wholesale clothing house of Isaac Fenno & Co. He was made a member of this firm in 1861, and in 1869 he retired from business, having secured a comfortable competency. Mr. Russell became a resident of Melrose in 1852, and has ever since been closely identified with the material and moral growth of the town. He has served three years on the Board of Selectmen, and is at present one of the commissioners of the water-loan sinking fund. He is also president of the Melrose Savings Bank. In 1878 he was elected to the State Senate for the Sixth Middlesex Senatorial District, and did valuable service in that body as chairman of the Committee on Insurance and as a member of the Committee on Agriculture. He was re-elected to the Senate in 1879, and in the year following was elected a delegate to the National Republican Convention. He is a director of the Malden and Melrose Gas Light Company and of the Putnam Woollen Company. On Oct. 21, 1850, Mr. Russell was married to Mary, daughter of Jonathan and Mary Lynde, of Melrose, and they have two children, — William Clifton and Daniel Blake Russell. Mr. Russell has for many years been organist of the Hugh de Payens Commandery, Knights Templar. His home at Wyoming is one of the most comfortable places in the town. He is exceedingly fond of entertaining agreeable people, and frequently has numbers of his townspeople and others at his home. He takes great delight in music, and has in his spacious parlor a large organ and piano run by electricity, and he always has on hand all the latest and best music. Another way he has of entertaining his visitors is by the use of one of Edison's big phonographs, which reproduces comic songs and stump speeches and makes an hour pass very pleasantly. Mr. Russell does not think of entering public life again, although he is still enjoying good health, but he is consulted frequently by his fellow-citizens in connection with the various material interests of the town of Melrose, with which his political and social life has for about forty years been closely identified.

DANIEL RUSSELL.

THE charming town of Wakefield is situated about ten miles from the city of Boston on the line of the Boston & Maine Railroad, and it is beyond the shadow of a doubt one of the most picturesque towns in the State. It lies as if at rest in the heart of a vast amphitheatre, for it is nearly surrounded by hills and has two beautiful lakes, whose clear, bright faces attract the summer wanderer. It was settled in 1639 and when incorporated in 1644 included what was called a "four miles' grant," embracing the present town of Wakefield, with Reading and North Reading. The early settlers received grants of land from the town of Lynn, and tradition has it that a meeting-house was erected here before 1657, near where the post-office now stands. In 1645 the first Congregational church of the colony was built here, and Henry Green, of Watertown, became its first pastor. In those days, by order of the court military, guards were recruited for every town to protect the inhabitants against the Indians. In 1655 there were twenty persons, fourteen men and six women, held in the bonds of slavery within the town's limits. The town's minister in those days had no money, but received his salary in butter, wheat, rye and barley. In 1663 there were two mills here, a saw-mill and a corn mill, and in 1666 the present First Parish Burial-ground was located. At that time the depredations of wolves became so great that twenty shillings apiece was offered as a bounty for their heads. Blackbirds must have been so numerous just then as to be a plague, since the town offered twopence apiece for their heads in order to save the crops. Other interesting things occurred in antique Wakefield. Women were gagged or set in a ducking stool, if they were caught railing or scolding, and young men were fined five pounds for winning the affections of a young woman without the consent of her parents or guardians. This fine was doubled for a second offence. There are also cases on record where men were fined for not attending church.

Among the early settlers whose descendants reside there at the present time are the Eatons, Flints, Wileys, Cowdreys, Hartshornes, Emersons, Greens, Nichols, Parkers and Woodwards. The First Parish Society was organized in 1768, the Baptist Society in 1797. In 1834 was erected the old Town House, which was used by the town up to 1868, when the present handsome Town Hall was presented to the town by the late Cyrus Wakefield.

When the town was incorporated in 1812, it was known as South Reading and its valuation was $100,000. The first stage coach ran between here and Boston in 1817, and in 1845 the Boston & Maine Railroad was built between Boston and Wilmington.

When Mr. Wakefield made his magnificent gift to the town, the name was changed in his honor from South Reading to Wakefield. Mr. Wakefield's enterprise did much to build up the town. He started the rattan manufacturing business on a small scale in 1855 and at the time he died, in 1872, he carried on the most extensive rattan business in the country, employing some twenty-five hundred persons. Besides the rattan business there are several shoe shops and a large stove and furnace foundry, and there are various other enterprises which furnish employment to many people. The town has excellent schools and churches, electric railroads, water works, and a postal service, and is one of the healthiest towns in New England. The valuation of the town is $4,723,785 and the population 7,500.

Wakefield will soon have a practical system of sewerage, and electric railways connecting it with Lynn, Saugus, Melrose and Malden. In addition to the steam-car lines connecting with Boston, Lowell, Lawrence, Portland, Newburyport, Salem and other places, there is an electric line between Wakefield, Stoneham and Woburn, and an electric road will soon girdle Lake Quannapowitt. This will make one of the most beautiful rides in the summer season that can be had anywhere in New England. The Miller Piano Works are also located here, and the company occupies a magnificent brick block. There are several fine estates, and the convenience of travel to and from Boston, where many of the town's citizens are engaged in business, makes it a most desirable place of residence. The town has two live local papers, a Masonic and Odd Fellows Society and many organizations for social and friendly intercourse. There are also a national bank and a savings bank and a Board of Trade. The town has recently voted to establish an electric plant for lighting purposes.

CYRUS G. BEEBE was born in Cambridge, Mass., Jan. 16, 1850, being the third son of the late Lucius Beebe. He received his early education in Ellington, Conn., at a private boarding-school, and afterwards took a collegiate course at the Andover Seminary. Here he was fitted for college at seventeen, but instead of further pursuing his studies, he entered the office of his father, who was one of the most extensive cotton dealers in New England. Four years afterwards, attaining his majority, he became a partner with his father in the cotton business. His father retiring from the cotton business after a few years, he carried it on alone, and by his ability and enterprise succeeded in enlarging it. His brother, Frederic, was admitted as a partner several years later, and the partnership continues up to the present time, the Boston office being at 89 State Street. This firm of the Beebe Brothers now carry on a very extensive business. They import large quantities of cotton from the South, and they are large importers of Egyptian cottons, and they sell their cottons direct to the mills. Mr. Beebe has made his home in Wakefield for many years in the Beebe mansion, located near the head of Lake Quannapowitt. His father, the late Lucius Beebe, was one of the most respected citizens of the town, the founder of its free public library, which is now named in his honor. The Beebe family, in fact, is one of the most prominent and most honored in Middlesex County. The late Lucius Beebe was a candidate for Congress shortly before he died, and he polled a very large vote in a strongly Republican district. He had been representative to the General Court from Wakefield, and he held various offices in the gift of the town. Cyrus G. inherited the business tact and stability of his father, and is highly esteemed by his fellow-citizens and business friends and acquaintances. He has never sought public office, preferring to give his undivided time to his commercial duties, although there is little doubt but that he could have any political office in the gift of the town, did he care to go into politics. Since 1884 he has been president of the South Reading National Bank, president of the Wakefield Real Estate and Building Association, a member of the Wakefield Board of Trade, and a director in the Massachusetts Loan & Trust Company. He takes a deep interest in the improvement and progress of his town, and is recognized as one of her foremost citizens. On June 15 of the present year (1892) he was married to Jessie Ingles Hogg, daughter of John Hogg, of 50 Commonwealth Avenue, Boston, Mr. Hogg being well known as one of the firm of Smith, Hogg & Gardner. Mr. Beebe has three brothers in the leather business at 69 High Street, Boston, Marcus, Decius and Junius. They have extended greatly their business since the time it was founded by their father. There were seven sons and two daughters in this typical Massachusetts family, all of whom are still living, with the exception of one son. Mr. Beebe is recognized as one of the ablest and most successful business men of Massachusetts.

CYRUS G. BEEBE.

SAMUEL KING HAMILTON, the youngest son of Benjamin B. and Sarah Hamilton, was born July 27, 1837, in Waterboro, York County, Me. Descended from a sturdy, strong-headed Scottish ancestry, his boyhood and youth were spent on the home farm. The rudimentary education afforded by a district school was supplemented by a single term at Limerick Academy, six months under the instruction of Hon. M. D. L. Lane at Hollis and a year in the Saco High School. In August, 1856, Mr. Hamilton entered the Chandler Scientific Department of Dartmouth College and graduated in the class of '59. He spent the next three years in the law office of the Hon. Ira T. Drew, at Alfred, Me., in teaching in Wakefield (then South Reading), Mass., and as principal of Alfred Academy. Admitted to the bar of York County in 1862, he was immediately received into partnership with Mr. Drew under the firm name of Drew & Hamilton. This copartnership continued until 1867 and afforded Mr. Hamilton a wide experience in both civil and criminal practice. In 1867 he removed to Biddeford and there continued in practice until 1872. While there he served two years on the Board of Aldermen and in 1872 represented that city in the Legislature of Maine, establishing a reputation as a ready and able debater and a sound legislator. In December of that year he formed a copartnership with C. W. Eaton, of Wakefield, with him established law offices in that town, and Boston and removed his residence to Wakefield. This business connection continued to 1878, when it was dissolved, Mr. Hamilton retaining the Boston office and Mr. Eaton the Wakefield. Since his residence in Wakefield Mr. Hamilton has been engaged in nearly every important case in the town, and has taken a lively interest in public affairs, especially those of an educational nature. As chairman of the School Committee for nine years he effected a complete re-organization of the school system, and in 1883, when the town was about erecting a new and commodious brick school-house, the town in open town meeting voted that it be named the "Hamilton School Building" in recognition of his services. He has also served for three years as chairman of the Board of Selectmen, and many years as chairman of the trustees of the Beebe Town Library. In 1880 Mr. Hamilton was a delegate to the convention which nominated General Hancock for president, and took a conspicuous part in harmonizing the contesting delegation for Massachusetts. In 1883 he was a candidate for district attorney of Middlesex County and made a handsome canvass, but was defeated, the district being very largely Republican. In 1892 he was candidate for presidentail elector from the Seventh Congressional District. He has been frequently solicited to become a candidate for Congress, but has uniformly declined. He was one of the founders of the Pine Tree State Club in Boston, and since its organization has been its treasurer. Mr. Hamilton was married Feb. 13, 1867, to Annie E., daughter of Joseph B. and Harriet N. Davis. They have no children.

SAMUEL K. HAMILTON.

# HUDSON

THE beautiful and thriving town of Hudson, in the rich county of Middlesex, has a population of over five thousand inhabitants. It was set apart from Marlborough, March 19, 1866. Prior to its starting as a township it was the village of Feltonville. Hudson of to-day may well be termed a typical Massachusetts town in the matter of manufacturing. The chief industry of Hudson is the manufacture of boots and shoes, in which line of product the town occupies a distinctive position. Between the years of the town's birth and 1886 the population doubled; from the latter year to the present time its general increase has been gradual, but of a thoroughly substantial and satisfactory kind. The pride of the people centres very largely and very justly in their town hall, a large, handsome, imposing brick structure, such as few towns in the Commonwealth have the credit of possessing. It is situated in the heart of the place, and is made particularly attractive by the extensive lawn which separates it from the main thoroughfare. To complete the fine setting of this architectural gem, sinuous concrete driveways and concrete paths add to the general appearance of neatness, all indicative of the town's thrift and progressiveness. In the building is the public library of five thousand volumes. The intellectual appetite and strength of the community are made apparent when one ponders the fact that over twenty-five thousand books are taken out annually. Territorially, Hudson is very much smaller than the average town, and thus its striking compactness is explained. Since there are no lengthy outside highways to be kept in repair, the appropriations for highways are expended in such a manner that the effects are observable almost at a glance, and a very casual glance, too. The streets are wide, and kept in excellent condition, and many of them are finely shaded when the foliage of spring and summer clothes the trees. Particular attention is paid by the town to its sidewalks, for which a stated sum is annually appropriated, the result being miles of concrete walks that serve to emphasize the frequent assertion that Hudson is one of the model towns of the State.

Particularly fortunate is it in the point of railroad facilities. It has two railroads running through it — a branch of the Fitchburg road, and the Central Massachusetts. The latter gives a direct line of communication between Boston and the West, also affording easy connections with other roads, and thus furnishing unusual opportunities for its business and manufacturing contingent. Through the town runs the Assabet River, which heightens the scenic beauty of the place, beside affording water power to several manufacturing establishments.

Very easy of access are the schools of the town, all of which are within a radius of half a mile. Gradually the new school-houses have supplanted the old, and to-day Hudson has as fine school buildings as any town of its class in the State. The standard has been growing higher and higher, until the average rate is passed, and still the standard desired is not reached. The average cost of Hudson's latest school buildings is about $24,000 each. The inhabitants likewise pride themselves upon their system of water works, which cost the people the sum of $120,000. Unless the town should happen to grow to a size not to-day dreamed of by the most sanguine of its admirers, its water supply is inexhaustible, and the quality of its water is of the best. What seems to be a special satisfaction of the people is its fire department, which is unusually well organized, thoroughly equipped with needful appliances. Its efficiency is generally recognized. Hudson's general air of enterprise and ambitious desire is unquestionably given to it by the handsome business blocks that mark its mercantile centre.

A particularly striking feature of the town is the neat and tidy surroundings that characterize the homes of her denizens, and in this respect neighbor seems to vie with neighbor for the most pleasing results. What is likely to impress a visitor very strongly is the large number of cottages to be seen on every side, each having the appearance and indication of being the home of a well-to-do and ambitious artisan; and, on the other hand, scattered about are many residences of striking architectural beauty. The religious part of the community seeks its ecclesiastical instruction either with the Baptist, Congregational, Methodist or Unitarian societies, or with St. Michael's Roman Catholic parish. The industries of the town comprise shoe, rubber and box manufactories, and machine shops.

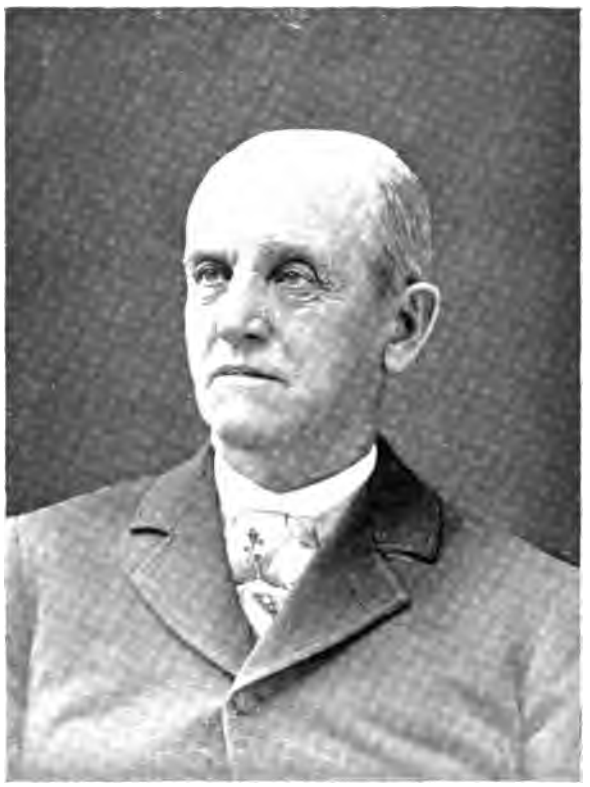
VERY rarely can a better illustration of the "self-made man of our times" be found than is furnished by the life of Lewis D. Apsley, who came to Hudson seven years ago without pecuniary resources, having as capital only a keen business sagacity, a restless energy of body and a diligent and determined character. Yet in this brief period Mr. Apsley has made a comfortable fortune, is at the head of the largest works of their kind in the country and is a congressman elect. Lewis D. Apsley was born in Northumberland, Pa., on the 29th of September, 1852, and he resided there until he was nine years of age, when he went to Lockhaven, Pa. At the age of sixteen years he joined the large, good-humored caravan of travelling salesmen, the advance guard or inspiring drummers of the peaceful army of commerce. When only twenty-six Mr. Apsley had become superintendent of the rubber goods department in the famous store of John Wanamaker in Philadelphia. Later he associated himself with the Gossamer Rubber Clothing Company of Boston, representing that house on the road, and, parenthetically, it might be noted that as a salesman he earned and held the reputation of being unusually successful. After remaining with that company six years, in 1885 he came to Hudson, took an abandoned gossamer plant and began the manufacture of rubber gossamer goods under the name of the Goodyear Gossamer Company, starting with limited facilities and employing but few assistants. Three times in five years he enlarged his plant, and at the end of the third year of his business career in Hudson he was doing the largest business in the manufacture of gossamer garments of any concern in the country. His brilliant business qualities were even then recognized to the extent that he was unanimously chosen president of the Gossamer Manufacturers' Association of the United States. A little later his plant was burned, but with his characteristic will and indomitable enterprise he started at once to build, and build large. Sixteen acres of farm land were purchased half a mile from the town centre, three acres of which are utilized for his plant. Here the style of garments he made was changed. Mackintoshes became the product of those new brick factories, which are a model of their kind. The annual output now is greater than that of any similar plant in the country; and the number of employees is three hundred. Mr. Apsley erected a boarding-house and tenements for his employees, and gave land for the opening of a highway, being desirous that all in his service should fare well. Mr. Apsley was chief promoter of the establishment of the town's Board of Trade, of which he is president. He is also a director in the Hudson National Bank and Hudson Real Estate Company, is a Knight Templar, a member of the Mystic Shrine, an Odd Fellow, Granger and member of the I. O. R. M. In politics he is a Republican and has represented his party on every committee from representative to congressional. Mr. Apsley was this year (1892) elected to Congress.

LEWIS D. APSLEY.

THE career of William H. Brigham furnishes a fruitful theme for contemplation, and demonstrates what application to business principles can accomplish in a comparatively brief time. Mr. Brigham comes from a stock that settled early in this region of Middlesex County, and the Brighams for generations have been noted for their sturdiness and general capacity. Mr. Brigham is now the manager of the boot and shoe firm of F. Brigham & Co., a business which was established in 1834 by Francis Brigham, the pioneer shoe manufacturer in what is now Hudson. He it was who introduced the first sewing-machine and the first pegging machine, and left as a legacy to his heirs a fortune, a lucrative business and a fine reputation. Upon his death there was organized the firm above mentioned, which consists of two of the sons of the founder, Rufus H. and Wilbur F., and the grandson, William H., who pulls the working and effective "oar" in this long-established and time-honored house. Mr. William H. Brigham was born Feb. 1, 1863. There was nothing to distinguish his early career from that of other lads. He attended the public schools in his bright and healthy boyhood. Later he graduated from a Boston commercial college, and afterward had charge of the books in the factory over which he now practically presides. Mr. Brigham first came prominently to the public attention as an amateur base-ball player, being connected with a local nine which, as a strictly amateur team, had few, if any, equals in the State, and a brilliant success was prophesied for him on the professional field; but he had entered into athletics for the pleasure and exhilaration to be derived therefrom, not with any view of training for professional honors. As a lad he was much interested in the local fire department, and when the "Buckets" were organized, one of the first of the younger companies of his native place, he was promptly chosen foreman. Mr. Brigham was also much interested in military matters, and was one of the prime movers in organizing Company M, Fifth Regiment, M. V. M., and was chosen its first lieutenant. He remained in the militia three years, and then resigned only because of increasing business demands upon his time and attention. He is a Republican in politics, yet not at all a seeker for political honors; notwithstanding which fact he was chosen to represent his district in the Massachusetts House of Representatives in 1891 and again in 1892. This is his third year on the Board of Selectmen, of which body he is chairman. Last year as a legislator he was on the Committee on Military Affairs; was also a member of the Massachusetts Committee to aid in formally opening the World's Fair. Mr. Brigham is a director in both the Hudson National and Savings banks and Hudson Real Estate Company; is a trustee of Doric Lodge, F. and A. M., Knights Templar, Granger and member of the American Mechanics, besides owning an extensive stock farm. His popularity in politics is not confined to his own party, and apart from politics he has a large circle of friends, who estimate his social qualities at their true worth.

WILLIAM H. BRIGHAM.

A SOLID and substantial business man is Henry Tower, who, while not a native, has been identified with Hudson's growth and prosperity since 1860, at which time the town was only a village. Mr. Tower was born in Stowe, Mass., and at fifteen years of age began to learn the carpenter's trade under the instruction of his father. This made the third generation of builders in the Tower family. His schooling was in the "little red school-house," for the most part, finishing his schooling, however, at the old Stowe Academy. For some time he was foreman of a large force of men, but, believing himself competent to branch out as a leader of labor, which is a very different thing from a labor leader, Mr. Tower became an employer. Casting a business eye to windward he early concluded that the village was destined to develop soon, and largely acting upon this belief he purchased a tract of land, cut it up into lots, upon which he built comfortable houses and placed them upon the market. His foresight was rewarded: the pleasant houses he had built became happy homes. Thus he laid the foundation of his financial prosperity. After building about fifty houses he closed his building career by erecting the first business block in the village. Then from 1867 to 1869 Mr. Tower devoted himself to lumber. His next venture was in the milk business, and in 1874 the firm of Newell & Tower was formed, its business being to supply with milk the Boston market. This firm ran one car from the New Hampshire line to the State capital. Three years after the firm was changed to Tower & Blodgett. The latter firm later consolidated with P. S. Whitcomb & Co., and the new firm was known as Tower, Whitcomb & Co. At that time three cars were run, and the route was greatly extended. Two years ago that firm, consolidating with Garvestein Brothers, and J. H. Whitcomb & Co., merged into the Boston Dairy Company, of which Henry Tower is president and general manager. This company has extended the line of service into Vermont, covers a part of Southern New Hampshire and controls the milk business over the line of the Fitchburg Railroad, so far as the Boston supply is concerned. It furnishes Boston with about a quarter of its daily supply of the best milk. Adjunctive to this, the company owns and operates extensive creameries, and manufactures butter and cheese. Mr. Tower was at one time a partner with C. Brigham & Co., the milk contractors. That firm became a corporation, in which he retains considerable stock. Mr. Tower is at present on Hudson's Board of Selectmen. In that capacity he has served eight years; he has also been five years an assessor, also road commissioner. For fifteen consecutive years he has served as treasurer of Trinity Commandery, Knights Templar. He was one of the organizers of the Hudson National Bank, and has always been a director of that institution. He is also president of the Hudson Real Estate Company. His life has been one of constant use to the community, and his personality may be described as well rounded.



HENRY TOWER.

THE village of Dalton, noted the world over for its manufactories of fine paper lies half hidden n the valley traversed by the east branch of the Housatonic River. Its scenery is most diversified. A range of compact hills runs across the northerly end of the narrow township, while the middle section spreads into a broad and beautiful valley, which gathers the waters of the stream that turns its busy mills. The town was once known as "Ashuelot Equivalent," being granted to Oliver Partridge and others of Hatfield in lieu of a township in New Hampshire, supposed by the surveyors to lie in Massachusetts. It was settled in 1755, and was detached from Pittsfield and incorporated March 20, 1784.

Few communities of scarcely twenty-five hundred inhabitants can boast of such varied manufacturing enterprises or show as valuable a total product. The output of its three paper mills in a recent year was considerably over $700,000, while the total production of the town exceeded $1,200,000. The total valuation, four years ago, reached $1,880,470. Woollens, cottons, shoes, boxes and lumber are among the principal manufactures, which afford employment to about one thousand hands.

The basis of the town's prosperity was laid in 1802, when Zenas Crane, Henry Wiswall and John Willard began the manufacture of paper. It is interesting to read at this late day the notices which the enterprising trio sent out to the women of the community, requesting them to save their rags for the paper mill. The circular stated: "All housewives who have the good of their country and the interest of their own family at heart, will send their rags to this factory and receive highest market prices therefor." The trade-mark "Old Berkshire" was adopted, and, thanks to the high standard maintained, it brought abundant success. Within seven years the partners were obliged to extend their facilities, and ever since the growth of the town has been steady. It boasts to-day seven school-houses, a town hall, free libraries, containing about three thousand volumes, and Methodist, Congregational and Roman Catholic churches, of handsome architecture, while none of the other features of a thriving community are lacking. The town, which was named for Tristram Dalton, who was speaker in the House of Representatives, played its part in the stirring events of early days, and even now the path of Burgoyne's captive army along the road from Pittsfield to Hinsdale is pointed out.

Dalton has no one thing as interesting to the world at large as Crane's "Government Mill," where the distinctive paper for the United States currency and bonds is made. A large national flag floats from the tall staff in front of the factory whenever money is being manufactured. Factory villages are not commonly looked upon as summer resorts, but Dalton is in this respect an exception, being well supplied with hotels and cottages, particularly about the romantic spots known as Wahconah Falls and Wizard's Glen. Wahconah Brook flows through meadows, until, hemmed in by giant rocks, it makes a leap of eighty feet into a quiet pool below. The stream was named for the daughter of Miahcomo, chief of the valley, the fate of whose lover the falls eventually decided. Wizard's Glen is an echoing rocky pass, thronged by summer tourists, who can always find some new legend to relate about the place. The Swiss chalet or log house, built by Byron Weston on Mt. Weston, is another of the picturesque points in the town, which has a half dozen of the most remarkable artesian wells to be found in all the country round.

BYRON WESTON, son of Isaiah and Caroline Curtis Weston, was born in Dalton, April 19, 1832. His father dying when he was four years old, Byron went to live with an uncle. The Mexican War breaking out soon after, the uncle secured a government contract for the manufacture of books and newspapers. Thus it was that young Weston drifted into the paper business upon leaving Williston Seminary, Easthampton. He was first employed in his uncle's mill at Saugerties, N. Y., was later with Lindley Crane at Ballston, N. Y., and afterward with May Brothers and Platner & Smith of Lee, the latter firm then being the largest manufacturers of writing paper. Mr. Weston was superintendent of their seven mills where he made the first wood pulp ever manufactured, out of which experiment grew the American Wood Pulp Paper Company of Pennsylvania. In 1856 Mr. Weston formed a partnership with William H. Imlay, who owned three mills in Connecticut. Mr. Imlay died a few weeks later, and this resulted in the business being closed. Mr. Weston spent the year 1857 in Texas, returning to Lee to associate himself with the late Elizur Smith, whose partner, George W. Platner, had died. When the Civil War broke out Mr. Weston raised a company within two weeks, insuring for Berkshire the Forty-ninth Regiment, which elected him captain. Captain Weston was later offered the colonelcy of a regiment, but preferred to remain with his acquaintances. He was wounded in the knee by the bursting of a shell at Port Hudson. Upon returning home he bought the Defiance Paper Mill at Dalton just as the war was closing, which was a harvest time for paper makers, his profits within twelve months being more than sufficient to pay for the property. The mill has been constantly enlarged and improved, until it is one of the most complete in the country. For many years Mr. Weston has made a specialty of ledger and record papers which "defy the tooth of time" and have attained world-wide reputation. His present output of these goods is four tons a day, while twenty-five years ago all the paper for legal documents was obtained from England. The concern is now a corporate enterprise. Mr. Weston has a farm of one hundred and sixty acres and a fine home in Dalton, besides being a large owner of village property. He cast his first vote with the Republicans and has never wavered in their support. In 1876 he was elected State senator from Berkshire, and in 1879 lieutenant-governor, being twice re-elected. Mr. Weston is vice-president of the Third National Bank and trustee of the Berkshire Life Insurance Company and the Berkshire Savings Bank of Pittsfield. He has twice been president of the American Paper Manufacturers' Association and has received the degree of master of arts from Williams College, the athletic field of which institution was given by him and bears his name. Mr. Weston was married to Julia C. Mitchell, June 28, 1865, and they have had seven children, Franklin, Ellen Mitchell, Louise Bryant, Julia Caroline, Philip, Dorothy Deane and Donald Mitchell.

BYRON WESTON.

ZENAS CRANE, the pioneer paper maker of Western Massachusetts, was born at Canton, Mass., May 9, 1777, the son of Stephen and Susannah (Babcock) Crane. His home was on the bank of Punkapoag Brook at its junction with Neponset River, near which stood the old Milton paper mill, so that, naturally enough he early became attached to the business. After completing his education in the public schools he went to Newton, where he acquired the rudiments of the business in his brother's mill, afterward going to Worcester, where he rounded out his training in the mill of General Burbank. Being of an independent disposition, his first thought was of a good location in which to set up for himself. Accordingly, in 1799, Mr. Crane set out from Worcester in quest of a desirable site, travelling on horseback. He pushed past Springfield, not pausing until he had reached the sparkling, rushing waters of the Housatonic. Near the site of the little hostelry in which he passed his first night in Berkshire are now clustered the fine residences of his sons, Zenas M. and James B., and his grandsons, Zenas and Winthrop Murray Crane, as well as the mills, the seed of which he planted, now sending out products of national reputation. It was nearly two years after the site had been selected that the first paper mill in Massachusetts, west of the Connecticut River, was built. At this time, 1801, the tin peddler was an unknown quantity, and raw materials were sought within a limited territory around the mill by an appeal to women through the public press.

ZENAS CRANE.

Mr. Crane had associated with him at first Henry Wiswell and Daniel Gilbert, the latter taking the place of John Willard. The fourteen acres and the mill thereon were sold to the firm for one hundred and ninety-four dollars. The building was a one-vat affair, the main part two stories high, the upper being used as a drying loft. It had a "day's work" of twenty "posts," a post being one hundred and twenty-five sheets of paper. Mr. Crane conducted this mill, "Old Berkshire," until 1807, when he sold his third interest to Wiswell, and for three years thereafter ran a mercantile business, during which period he wedded Miss Lucinda Brewer, of Wilbraham. In 1810 Mr. Crane bought David Carson's interest in what is now known as the "Old Red Mill," which was built the year previous and was run by several partners until 1822, when Mr. Crane became sole proprietor, as he had been superintendent and chief manager. In 1831 he placed a cylinder paper-making machine in his mills, and in 1834 added cylinder dryers, also adopting the use of chloride of lime in bleaching. Eight years later he transferred his business to his sons, Zenas Marshall and James Brewer Crane, who were already his partners. They died in January, 1888, and August, 1891, respectively. Zenas Crane first belonged to the Federal and later to the Whig party. He served several terms in the State Legislature beginning in 1811, and was a member of Governor Edward Everett's executive council in 1836 and 1837. He died June 29, 1845.

When Zenas Crane in 1801 courageously planted on the banks of the Housatonic the little one-vat mill which has long been known as the "Old Berkshire," he little dreamed what the splendid outgrowth, direct and indirect, of his enterprise would be. To-day there are more than twenty-five paper-making establishments in Berkshire County alone, with a capital of over $3,000,000 and an annual product considerably above that amount. The chief capital of the Old Berkshire was its manager's brains, for the annual product was then of variable and uncertain value, depending largely upon circumstances beyond control of the manager. It is difficult in this late day to realize the difficulties against which the elder Crane was obliged to contend.

There were perhaps fifteen paper mills of insignificant capacity scattered through the whole country just as the eighteenth century was closing, when Mr. Crane set out from Worcester to establish himself in business in a wilderness, for Berkshire was then little else, and the waterfalls for the most part dashed on in idle play.

Although the site of the Old Berkshire Mill was determined upon in 1799, it was not built until the spring of 1801, when the following curious advertisement appeared in the Pittsfield *Sun*: "Americans! Encourage your Manufactories, and They will Improve. Ladies, Save your Rags! As the subscribers have it in contemplation to erect a paper mill in Dalton the ensuing spring, and the business being very beneficial to the community at large, they flatter themselves that they shall meet with due encouragement. And that every woman who has the good of her country and the interest of her own family, at heart, will patronize them by saving her rags, and sending them to their Manufactory, or to the nearest Storekeeper; for which the subscribers will give a generous price. Henry Wiswell, Zenas Crane, John Willard."

The deed, conveying "fourteen acres and one hundred and forty-nine rods of land, together with the mill and appendages thereon standing," was given Dec. 25, 1801, in consideration of $194. The mill was two stories high in the main part, the upper being used for a drying loft. It had a daily capacity of twenty "posts," a post being one hundred and twenty-five sheets of paper. The skilled workmen employed were: an engineer, at $3.00 a week; a vatman and a coucher, at $3.50 each, without board; one additional workman and two girls, at 75 cents a week each, and a layboy, at 60 cents, all being boarded. A few years later when Mr. Crane served as superintendent and general manager, he was allowed $9.00 a week. Mr. Crane, in 1807, sold his interest in Old Berkshire to Mr. Wiswell, and in 1812 David Carson bought an interest, becoming sole proprietor four years later. He with his sons, Thomas G. and William W., conducted the property with success until 1867, when it was sold to a company. In 1872 it was burned and rebuilt on a larger scale, now being one of the most complete mills in the country. After various mutations it passed into the hands of the Carson & Brown Company, the stockholders being Chas. O. Brown, John D. Carson, Zenas Crane and W. Murray Crane. Mr. Brown, having sold his interest, the name was, in 1889, changed to the Old Berkshire Mill Company, composed of John D. Carson, Zenas Crane and W. Murray Crane. The capital stock is $150,000.

The mill is equipped with electric lights, steam heat, automatic sprinklers, steam force pumps, etc. There are three buildings: first, the rag rooms and engine room, three stories, forty by one hundred and twenty feet; second, the machine room, with drying loft above, two stories, thirty by one hundred and twenty feet; third, the two finishing rooms and drying loft, three stories, forty by one hundred and twenty feet, standing between and communicating with both of those previously mentioned, thus saving time and labor, the rags passing direct to the pulp engines, from there to the machines, and thence to the drying lofts and calenders. In the rear of the finishing department is the one-story steam boiler and engine room, twenty by one hundred feet, where are situated three boilers and three engines of one hundred and fifty, forty-five and twenty horsepower. The machinery is of the most approved pattern, suited to the making of the high-grade papers for which the mill is celebrated. It includes four five-hundred-and-fifty-pound rag engines, and two of eight hundred pounds capacity each, two large washer engines, one eighty-inch Fourdrinier paper machine, seven calenders, two hydraulic presses, one fifty-six-inch Sandborn paper cutter, etc. A force of one hundred and fifty men and women is required, and the daily output averages two and one-half tons of linen papers.

The bank-note and bond paper mills of Crane & Co. are known the world over. They are two in number,—the Pioneer Mill at Dalton, also known as the Stone Mill, and the Government Mill, which is situated just over the town line, in the city of Pittsfield. At the latter all the paper used by the United States government for currency, securities, etc., is made, also that employed in Canada, and many foreign countries. At

the Pioneer Mill the output is bond and parchment paper, such as is used by bank-note companies, and for financial purposes. This business, which has long been conducted as a specialty, was established on much the same general lines as the Old Berkshire Mill.

Its basis was the "Old Red Mill," in which Zenas Crane bought an interest in 1810. The business was thereafter run by the firm of Crane, Wiswell, Chamberlin & Cole, and later by Crane, Chamberlin & Cole, until 1822, when Mr. Crane, who had from the date of his purchase been superintendent and chief manager, became sole proprietor. It would be interesting, were it possible, to note at length the obstacles which beset the pioneer manufacturer from this time until 1842, when he transferred all his business interests to his two sons. All that space permits, however, is the mere mention of foreign competition, rather encouraged than retarded by the fluctuating tariff and the absurd preference of an uninformed public for European goods over American fabrics of equal and often superior merit.

The sons, Zenas M. and James B. Crane, judiciously improved the "Old Red Mill" until the property was burned in 1870. The loss on buildings, machinery, stock, etc., was total. Only the year before the "Old Stone Mill," since known as the "Pioneer," was burned, and was in process of reconstruction when its industrial companion was swept away. Accordingly, the "Old Red Mill" was not rebuilt, the other being so enlarged as to compensate for its loss.

In 1879 Crane & Co. were awarded the contract they still hold for supplying the United States government with all the paper required for national bank-bills, United States bonds, certificates and treasury notes. That this contract might be properly filled, they bought the fine brick mill built at Coltsville by Thomas Colt in 1862.

This was soon popularly known as the "Government Mill," the stars and stripes constantly floating before it. Ten United States officers are detailed at the mill day and night, there being a superintendent, captain of the watch, three watchmen, the register, a messenger and two counters. It is only necessary to say that the conduct of the establishment has won the unqualified approval of the Treasury Department. As early as 1846 the idea occurred to Zenas M. Crane that the introduction of silk threads into the fibre of currency would largely prevent counterfeiting.

The opinions of conservative bank men, however, so discouraged Mr. Crane that he did not apply for a patent. But twenty years later, when the National government found it necessary to establish a paper currency, the practical men at the head of financial affairs essentially adopted Mr. Crane's plan. Then an Englishman appeared at Washington with a claim as patentee.

It fortunately happened, however, that Mr. Crane's idea had been carried out by a few banks, such as the Mahaiwe of Great Barrington and the Hamilton of Boston. Copies of these issues saved the government from the payment of a large royalty to a foreigner. The main building of the Government Mill is fifty by one hundred and twenty feet in size, and two stories high, with a basement; the machine room building, two stories in height, with basement, has dimensions of thirty-two by one hundred and five feet, while the rag room building is of the same height and is forty by fifty-six feet in extent. The area of the steam engine and boiler rooms is twenty by sixty and thirty by thirty feet respectively. The arrangements and dimensions of the Pioneer Mill are somewhat similar. At these mills only the best selected new cuttings are used, with the purest of spring water. About one hundred and twenty-five skilled hands are employed. The World's Fair engraved admission tickets were printed on peculiarly distinctive paper made at these mills, being of such curious design as to be highly valued as souvenirs the earth over. The Government Mill was burned April 13, 1892, and in October of the same year was rebuilt upon enlarged and improved plans.

The firm of Z. & W. M. Crane, manufacturers of ladies fine writing papers, envelopes, paper boxes, etc., dates from 1877, but the foundation of the business was laid in 1850, when the stone factory used as a woollen mill beginning in 1836, was leased to the firm of Crane & Wilson, who changed the property into a paper plant, and made an unsuccessful property prosperous. The active partners of the concern were Seymour Crane, the youngest son of Zenas, the pioneer, and James Wilson, once the skilful apprentice of the elder Crane.

The Bay State Mill made a specialty of buff writing paper, which found much favor among consumers, which included leading newspaper men of the day, Thurlow Weed, the New York editor and politician, commending it most highly as less injurious to the eyes than the white shades. Zenas Crane, oldest son of Z. M. Crane, rented the property in 1865 and afterward bought out all the interests which had arisen in the various transfers. He ran the mill very successfully until it was burned, May 15, 1877, when the structure was immedi-

ately rebuilt, and on an enlarged scale, by the new firm of Zenas Crane, Jr., & Bro., Winthrop Murray Crane being the junior partner. Since 1890 the firm has been known as Z. & W. M. Crane. This enterprise is managed by the senior partner, both being bred to the business from boyhood.

The mill is of brick, three stories high and built in the form of a maltese cross, the floor being 550 feet in length by 40 in width. The factory is lighted by electricity, and heated by steam throughout, the departments, comprising engine and boiler room, containing one 200 horse-power and two 25 horse-power steam engines; the machine-room containing one 80-inch Fourdrinier paper machine; the finishing-room with four platers and three calenders; the engine-room with seven pulp engines, and the envelope, paper-box and other rooms.

About 170 men and women are employed, the output averaging 2½ tons of paper and 100,000 envelopes a day. All products are finished from the raw materials. This business has, in reality, been wholly originated and developed by the present proprietors, who believed there was a demand for the finest papers which had never been filled by American manufacturers. Accordingly they went to work to turn out the finest quality of goods which it was possible to manufacture.

Doubtless the enviable reputation which the firm had attained somewhat aided the enterprise: nevertheless, it was the intrinsic merit of the goods that gave real impetus to the business. The growth of the concern has been gratifyingly steady from the first, and for many years the product of the mill has had a prominent place in the stock of all the leading stationers and jewellers in the principal cities of the Union. One purpose for which these papers are particularly desirable is as wedding invitations, there being from thirty to forty tints of the most delicate and diversified shades to choose from.

The product of this mill is held in great esteem by the leading engravers of the country. Note and flat papers of this sort are put up in a wide variety of styles by the company, with envelopes to match, the unique and tasteful boxes which enhance their attractiveness also being made in the same mill. In this line of business a very large number of valuable trade-marks have been established. The concern has long pasted paper for cardboard with highly satisfactory results, a process commonly confined to card makers. As many know, the finest and stiffest personal cards for visiting and similar uses, are not made of single sheets of thick paper, but of several pieces pasted together perfectly. This card work has in itself grown to considerable proportions. As Zenas Crane was the pioneer paper maker of the Berkshire Hills, so, also, to an almost equal degree, may Zenas and W. Murray Crane be said to be the originators of this particular branch of the business, the manufacture of the highest grades of paper for such special purposes as polite correspondence, invitations, etc. These goods are wholly of a staple quality, causing a steady and even demand for them the year round, constituting most delicate and appropriate gifts. The proprietors have built a fine library for the benefit of their employees, which is heated by steam and lighted by electricity, being in every way a model institution, enhancing the good feeling existing between employer and employee.

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